

The New Japan



Japanese Emperor Hirohito has been treading the path of democracy. The Emperor and Empress Nagako for the second time this week made a trip together outside the Imperial Palace yesterday. For one hour they visited the nationwide handicraft exhibition in Tokyo Hall. Pre-war, the Emperor and Empress never attended a public function together, let alone ride in the same motor-car. This candid camera shot shows Hirohito watering his petunias.

Airways Hit At BOAC Monopoly

The four major Hong Kong aviation companies, who are apparently now faced with the complete stoppage of their scheduled air services following the formation of Hong Kong Airways, Ltd. by B.O.A.C., yesterday were deliberating the threat of elimination of all local air interests.

The four companies are Far East Aviation Co. Ltd., Far East Flying Training School Ltd., Cathay Pacific Airways Ltd., and Skyways Ltd.

A representative official explained to the "China Mail" yesterday that the setting up of Hong Kong Airways must mean that local aviation company planes in the Colony can only be used for charter services, or else will have to be operated elsewhere.

Protest

The "China Mail" was told: "Our companies went into business in Hong Kong with every right and reason to expect that they would be given local routes as opposed to trunk routes."

"A great many talks between the Home Government, the Hong Kong Government and ourselves have been held. The future for us seemed encouraging until suddenly all negotiations were brushed aside and the total facilities were granted to B.O.A.C."

Big Stick

"We would like to know," he said, "what action the Hong Kong Government will take. Our policy is democracy, yet Whitehall waves a big stick through the Colonial Office."

Local companies also complain against the air agreement made between China and Britain on the grounds that the British rights obtained were negligible compared with China's. One reason for this now seems to have been that BOAC's bid for the Shanghai flying-boat base prejudiced the deal to the exclusion of other points, valuable to land planes.

U. K. Conservatives Want Red Purge

Brighton, Oct. 3.

Nearly 3,000 Conservatives cheered a demand for a Communist purge in Britain and the Dominions at their annual conference today.

Delegates shouted down attempts by the chairman, Mrs. Henry Horrold-Strickland, to choke off the discussion without a vote but finally quieted down when she promised to call a special resolution on the subject at tomorrow's final conference session.

The attack on the Communists came at the end of a debate on a resolution calling upon the Party to "declare a policy for crushing the Empire's economic and political unity."

(Mr. Andrew Fountaine, of Norfolk, moved an addendum to put the Party on record as favouring a policy for "finally crushing an ever increasing universal foreign influence within our own country and the Dominions overseas.")

NEW CHINESE PURGE IN PEIPING

Tramway Men In Shanghai Riot

Peiping, Oct. 3.

Special police today arrested three more of Governor Sun Lien-chung's men as the Central Government's loyalty purge continued behind a screen of official silence.

The Government reached into Sun's military court in arresting General Ting Hsin-tse, assistant tribunal chief. Also arrested were Liang A-jen, chief secretary of the Provincial Government, and Wang Chow-uu, Provincial councillor.

With six of his men arrested or in hiding, Sun maintained silence despite reporters' attempts to obtain a statement.

The arrests in Sun's military setup is believed to be directed against a building "third group" or would be mediators between the Nationalists and Communists.

Outsiders wondered whether there is any connection between these arrests and the detention of five students on suspicion of "Communist activities."

Shanghai Riots

Meanwhile, in Shanghai, armed police with fixed bayonets were today guarding the French-owned tramway company following riots this morning, in which 90 workers were arrested.

About 100 French tramway strikers greeted the City Government's "Work or get fired" ultimatum by wrecking a tramcar driven by a strikebreaker and protected by three policemen.

Many workers were reported to have been slightly injured as the police used batons and rifle-butts to check their attack.

The same group of workers then threatened to wreck the Company's head office but were thwarted by reinforced police, who charged the lawbreakers as they reached the office building and rounded up some 90 men.

The wrecked tram was to have been the first of 10 trams scheduled to resume service this morning since the start of the strike a week ago.

Mayor K. C. Wu announced last night that the authorities were prepared to have soldiers and unemployed workers run the buses and trams and warned: "We can suppress any form of agitation and unrest in Shanghai."

A Union spokesman charged that it was part of the Government plan to "reorganise" control of the labour unions.

The Bureau of Social Affairs has labelled all strikers as captured Communists.

The company operates 200 buses and trolley cars.

Earlier the strike of the British Tramway Company workers was settled a few days ago.

Britain And Philippines To Sign Pact

Manila, Oct. 3.

Vice-President Elpidio Quirino and British Minister Linton Foulds today began a series of conferences on the proposed treaty of amity and friendship between the Philippines and Britain.

The proposed pact was discussed in London when the Vice-President was there several months ago.

It will resemble treaties which the Republic has made with France, Italy and Spain.

A Foreign Affairs spokesman said the signing of the pact may take place in the next few days.—Associated Press.

Release

In Nanking goods valued at US\$100,000,000, which were imported without permits and at present held at the Shanghai customs godowns, would be allowed to be released upon payment of additional 10 per cent custom levies according to proposals made by a special committee of the Executive Yuan, it was learned here today.

The committee also suggested that these importers should first deposit with the Central Bank of China 50 per cent of the value of the imports which would be returned within half a year and secondarily explain to the authorities the sources of foreign exchange with which they imported the merchandise.

These recommendations are subject to the approval of the Executive Yuan.—United Press, Associated Press, Reuter.

Twin Typhoon Near Marcus

Tokyo, Oct. 3.

The elder sister, "Olivia," of a twin-born Pacific typhoon with centre blasts of 80 mph, will not hit the Marianas but moving northward, the outer skirt probably will sweep Marcus Island some time Sunday morning, the latest prediction today said.

The Army weather wing reported that "Olivia" was moving at 11 knots when a Navy reconnaissance plane sighted the storm 600 miles east-northeast of Guam at Thursday midnight GMT.

It predicted the typhoon will arrive at a spot 700 miles northwest of Guam by Friday midnight GMT with gradually mounting winds.—United Press.

The Weather

The depression to the E of Hong Kong has filled up. A typhoon has developed about 500 miles E of N Luzon, moving WNW and deepening. A strong anticyclone is stationary over N China, Korea and the Sea of Japan.

Today's Forecast: Moderate E winds, cloudy, clearing during the day; warmer.

Yesterday's Weather: Maximum 77.8 deg. F. Minimum 70.0 deg. F. Sunshine 5.5 hours. Rainfall 1.3 mm.—0.001 in. Total since Jan. 1—2551.9 mm.—100.47 in. as against an average of 1959.9 mm.—77.55 in.

Readings at 10 a.m. 4 p.m. 10 p.m. U.S. at m.s.l. 1008.0 1007.1 m.b. Bar. Humidity 80.7 80.7 80.7 Rel. Humidity 92 88 88 Dew Point 67 67 67 deg. F. Wind Direction WNW by W Wind Force 11 9 knots.

TYPHOON WARNING.

The typhoon at 0600 GMT (4.30 p.m. H.K. Standard Time) centred within 150 miles of 17 deg. N, 131 deg. E, moving WNW at 15 knots and deepening.

QUEEN WILHELMINA TO MAKE JULIANA REGENT

The Hague, Oct. 3.

The Dutch Government announced today that Queen Wilhelmina would temporarily lay down her royal power in the near future for reasons of health and that Crown Princess Juliana would act as Princess Regent.

The announcement said that legislation would be introduced shortly in Parliament to permit the transfer of the royal power.

The bulletin emphasised, however, that while the 67-year-old Queen was not, in the best of health, there was no reason for alarm over her condition.

The dowager Queen was reported on September 24 to be suffering from fatigue.

Her secretaries said she was going to her summer palace, Het Loo, to rest.

A communique issued at the time said that "in view of her health, it was not certain whether Queen Wilhelmina would be able to attend the ceremonies marking next year's 50th anniversary of her coronation."

Stricken with bronchitis, the Queen was unable to open the current Parliament session on September 10.

Queen Wilhelmina was born on August 31, 1880. She is the daughter of the late King Willem III and succeeded to the throne on the death of her father in 1899.—Associated Press.

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Gandhi Has A Cold

News messages report that Gandhi, who celebrated his birthday on Wednesday with a bad attack of influenza is now recovering.

Here is one of the latest photographs of Gandhi's numerous conferences with Viscount Mountbatten.



Governor Denies Changes In Status Of H. K.

Nanking, Oct. 3.

Sir Alexander Grantham, Governor of Hong Kong, denied today that changes were pending in the colonial status of Hong Kong.

He declared: "Hong Kong will not become a Dominion, but will remain a Colony."

Sir Alexander, who is paying a brief visit to Nanking, told the press that the only fundamental change of policy in the colony was the establishment of a Municipal Council to replace the Urban Council, reports Reuter.

He refused to comment on the question, regarding the transfer of Hong Kong to China and declared that the Hong Kong Government had long-range reconstruction plans.

Rehabilitation

Regarding the rehabilitation of Hong Kong, the Governor said that the housing problem which is serious all over the world after the war is very serious in Hong Kong.

Power stations in Hong Kong were operating well while the dockyards damaged by bombing during the war, though not yet entirely repaired, were working.

The Hong Kong Government was mapping out long-range plans for the rehabilitation and development of Hong Kong in consultation with the British Government.

Sir Alexander said that Sir Patrick Abercrombie, British town-planning expert, would come to Hong Kong next month.

Sir Ralph Stevenson, British Ambassador to China, who was also present at the press conference, said that during their meeting with President Chiang Kai-shek yesterday afternoon they all expressed congratulations at the appointment of Dr. T. V. Soong as Kwangtung Governor.

"This will make the relationship between Kwangtung and Hong Kong closer and cooperation easier," said the British Ambassador.

Visit To Chiang

President and Madame Chiang Kai-shek received Sir Alexander Grantham, Governor of Hong Kong, and Lady Grantham at the President's official residence at five o'clock yesterday evening.

In the afternoon, Sir Alexander and his party visited Dr. Sun Yat-sen's mausoleum, accompanied by a high official of the Foreign Ministry.

From 5 to 7.30 p.m., Sir Alexander and Lady Grantham were guests of honour at a cocktail party given by Sir Ralph and Lady Stevenson at the British Embassy.—Reuter and Central News.

(For Story of Abercrombie visit—See Page 3.)

British Delegation For Tokyo

Pool, Dorset, Oct. 3.

A Parliamentary delegation of three Labour Members and one Conservative, led by the Rev. Gordon Lang, left here today by BOAC flying boat for Tokyo to see how the occupation was working out and to gain first hand knowledge of the experiment in democracy taking place in Japan.

The delegation will also investigate the Japanese economic, trade and domestic situation in being restored.

Heavy fighting is said to be raging at numerous points near the left flank of the southern section of the Tientsin-Pukow Railway.

Peiping reports that powerful Nationalist units operating from Mukden and the Great Wall opened a counter-drive under General Chen Cheng's order to clear Manchuria's railway lines within one week.

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Arabs' Strike Passes Off Quietly

LATEST JEWISH "EXODUS" FAILS

Jerusalem, Oct. 3.

Palestine Arabs observed a general strike today protesting the United Nations report recommending the partitioning of the Holy Land. Contrary to expectations not a single serious incident was reported.

Although more than 100,000 Arabs struck, the most serious violence were half a dozen stoning incidents reported by the police.

"We have these stoning incidents every other day," they added.

Travelling from Haifa to Jerusalem today the United Press correspondent passed through Jenin, Nablus, Ramallah and Bethlehem, all 100 per cent Arab towns, and also went through several Arab villages and all presented completely normal appearance.

In Jerusalem, Arabs flocked to Mosque Omar where Sheikh of Haram told the congregation: "The sooner you realise your country is in danger the better."

"Exodus" Off

Meanwhile, 800 illegal Jewish immigrants seized aboard the refugee ship Paducah—renamed "Redemption"—sailed for a detention camp at Cyprus today aboard the British transport Empire Comfort.

The Paducah was seized last night when she entered territorial waters and docked at Haifa.

The British authorities delayed the docking of the Paducah's sister ship, Northland—renamed "Jewish State"—from 4.30 a.m. this morning to until this afternoon.

The number of refugees aboard the Northland was not clear.

A tentative official statement last night estimated she had more than 2,000 Jews aboard, but a communiqué issued this morning gave the number of would-be immigrants as 1,000.

Officials refused to comment on a possibility that a number of refugees might have landed successfully, eluding the British.

The Hagana spokesman also would not talk about it.

(Continued on Page 3.)

Chiang Said To Gain Weihaiwei

Shanghai, Oct. 3.

Nationalist amphibious units and ground forces today captured Weihaiwei, former British naval base and the last major Communist port in China Proper, according to Chinese dispatches.

Government forces also captured Wenling, 30 miles south of Weihaiwei.

The dispatches claimed a naval unit landed at Weihaiwei beach at dawn as the Infantry simultaneously opened a strong attack under air cover.

The units joined forces in the heart of the burning city before noon.

Pro-Government dispatches claimed the capture of Weihaiwei marks the successful conclusion of the Government drive in North Shantung.

"Unsettled"

Meanwhile, the situation in the Kiangsu-Anhui provincial border, southwest of the vital Government base at Hanchow, remains unsettled with Communist General Chen Yi's forces trying to link up with Communist General Lu Po-cheng's units in Eastern Anhwei.

Heavy fighting is said to be raging at numerous points near the left flank of the southern section of the Tientsin-Pukow Railway.

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## GOVERNMENT RATIONS DISTRIBUTION

## SPECIAL NOTICE

HOLDERS OF RATION CARDS NOS. 1001 TO 2508 INCLUSIVE REGISTERED AT  
**LANE, CRAWFORD, LIMITED.**

The October Distribution of  
FLOUR, SUGAR AND BUTTER

will be effected between the hours of 9 A.M. to 12.00 Noon and 2.00 P.M. to 4.45 P.M. as under:—

Numbers	to	Monday	Oct.
1001	1301	Tuesday	7th
1302	1602	Wednesday	8th
1603	1903	Thursday	9th
1904	2204	Friday	10th
2205	2508	Saturday	11th

QUANTITIES allocated are as follows:—

Sugar	4 lb. \$0.45 per lb.	2 lbs. Per Person
Flour	4 lb. \$0.33	4 lbs. Per Person
Fresh Butter	4 lb. \$1.00	1 lb. for each person in family as per number Registered on Ration Card.

N.B. Each person will be entitled to an extra pound of butter on this month's ration.

Suitable containers must be brought for Flour & Sugar.

BUTTER RATION CARD HOLDERS, TO NOTE.

CUSTOMERS WHOSE RATION CARDS ENTITLE THEM TO MORE THAN ONE POUND PER MONTH NEED NOT HENCEFORTH DRAW THE FULL QUANTITY WHEN TAKING DELIVERY OF THE MONTHLY QUOTA OF FLOUR AND SUGAR.

BUTTER WILL BE AVAILABLE DAILY, SATURDAYS AND SUNDAYS EXCEPTED—FOR ISSUE AGAINST RATION CARDS IN QUANTITIES OF NOT LESS THAN ONE POUND, BUT NOT MORE THAN THE QUANTITY SPECIFIED ON THE CARD CAN BE OBTAINED IN ANY ONE RATION MONTH.

Special Notice: In order to facilitate the smooth running of Ration Distribution arrangements, we would appreciate customers collecting their rations on the specified days and dates in accordance to the numbers of their own Ration Cards. Known Customers, if desired, may draw their rations from the Kowloon Branch.

**LANE, CRAWFORD, LIMITED.**

FOOD DEPT.

EXCHANGE BUILDING,

Tel: 28151.

## GOVERNMENT RATIONS.

## HOLDERS OF GOVERNMENT RATION CARDS

Issued by

**The Dairy Farm, Ice & Cold Storage Co., Ltd.**

are hereby advised that the

## OCTOBER DISTRIBUTION

will be available for collection from

**MONDAY, 6th OCTOBER, 1947**

to

**MONDAY, 13th OCTOBER, 1947**

(Saturdays & Sundays excluded)

QUANTITIES ALLOCATED ARE AS FOLLOWS:—

FLOUR	4 lb. \$0.33 per lb.	4 lbs per person
SUGAR	4 lb. \$0.45	2 lbs per person
BUTTER (Fresh)	4 lb. \$1.00	1 (one) lb. for each person in family as per number registered on Ration Card.

## SPECIAL NOTICE

RATION CARD HOLDERS will please note that a special issue of one extra pound of Butter per person may be drawn during the month of October.

SUITABLE CONTAINERS MUST BE BROUGHT FOR FLOUR AND SUGAR.

**THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.**

## THE HONG KONG JOCKEY CLUB

## NOTICE TO MEMBERS

## DOUBLE TENTH RACE MEETING.

Friday 10th and Saturday 11th Oct., 1947

The First Bell will be rung at 2.30 p.m. and the first race will be run at 3.00 p.m. each day. Through numbers (11 races—28) may be obtained at the Office of the Treasurer, Exchange Building, all tickets for the Special Cash Sweep (\$200) on the Kwan Tung Handicap.

## KWANTUNG HANDICAP

The sale of cash sweep tickets on the Kwan Tung Handicap will cease at 11.00 a.m. on Saturday, 11th October.

## MEMBERS' BADGES AND ENCLOSURE.

Members are reminded that they and their ladies MUST wear their badges prominently displayed throughout the Meeting.

NO ONE WITHOUT A BADGE WILL BE ADMITTED TO THE MEMBERS' ENCLOSURE.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$10 each day including tax are obtainable through the Secretary on the written or personal introduction of a member, such member to be responsible for all bills etc. Badges admitting to Members' Enclosure will NOT be on sale at the RACE COURSE.

The Treasurer's Office will close at 11 a.m. and the Secretary's Office at 12.00 noon. Both Offices at 1st Floor, Exchange Building.

A limited number of tickets will be obtainable at the Club House, provided they are ordered in advance from the No. 1 Box (Tel. 28151).

NO CHILDREN WILL BE ADMITTED TO THE CLUB'S PREMISES DURING THE MEETING.

## PUBLIC ENCLOSURE.

The price of admission to the Public Enclosure is \$3 each day including tax for all persons including ladies and is payable at the Gate.

Bookmakers, Tipsters, etc., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

Refreshments will be obtainable in the Restaurant in the Public Enclosure.

## SERVANTS' PASSES

Passes for Servants will be issued to Private Box holders ONLY on application to the Secretary, 1st Floor, Exchange Building.

Any persons found loitering with Servants' passes in their possession will forfeit the same and will be removed from the enclosure.

BY ORDER,  
S. A. SLEAP,  
Acting Secretary.

## U.K. TOWN PLANNER TO INSPECT H.K.

Professor Sir Patrick Abercrombie, one of the world's most distinguished architects and town-planners, is expected in Hong Kong next month for a visit of several weeks during which he will outline a town-planning scheme for the Colony.

Sir Patrick will indicate what preliminary work is necessary and the team that is required to undertake the job of planned development of Hong Kong and Kowloon and the port.

The work done by the Hong Kong Development and Welfare Committee will also be placed before him for his consideration.

## Career

For over 30 years Professor Abercrombie has been Professor of Civil Design at Liverpool and London Universities.

He is a past Vice-President of the Royal Institute of British Architects and their Gold Medalist for 1946. Whilst at Liverpool, he prepared studies of Paris, Vienna, Brussels and Berlin which are still the standard references on these European capitals. At home he

has been responsible for preparing plans for the capital cities of England, Scotland and Ireland. The Greater London plan, prepared with the assistance of Mr. J. H. Forshaw, is perhaps his best known work. With the help of Sir Edwin Lutyens, he prepared plans for Hull and he has also prepared a new plan for the city of Plymouth. His work has not been confined to the United Kingdom; with Mr. Holliday he designed the new campus of the University of Colombo in Ceylon and he is responsible for plans for the capital of Ethiopia at Addis Ababa.

Recently he has been in Cyprus giving advice on planning on that island. He was responsible for the first English regional planning scheme, that of Doncaster, covering the South Yorkshire coal fields.

This initial phase of work reported in a series of regional reports for the future development of nearly half of England from Cumberland and the Lake District to Bristol in the west and Canterbury in the east.

## It's Never Too Late To Learn

Peiping, Oct. 3.

The police today started training classes for 1,000 foreign prostitutes, lecturing the girls on "management of public houses, hygiene, relation of prostitutes to society and current events."

The primarily dressed, slightly confused students were told to "help the authorities keep order and to refuse admission to undesirable and suspicious characters."

The Major recently announced his intention of making them the best informed prostitutes in the world—United Press.

## Money Market

A dull tone prevailed in all sections of the money market yesterday and prices sagged in nearly all cases. Gold started off at \$348 a ton, and after rising to \$349.50, fell to \$345.50, closing at \$345.75.

Plaster opened at \$11.40 and closed at \$11.17½ a 100. These were the highest and lowest rates of the day.

Chinese National Currency futures fell from 11.05 cents to 10.45 cents for CN\$1,000. The drop in spot was from 11.3 to 11.2 cents only.

U.S. dollars eased off further to \$3.42. Sterling was better, at \$2. Australian pounds were quoted at \$2.50.

## WAR MEMORIAL FUND

Mr. and Mrs. M. E. L. Haynes \$200, Centime \$50, In Memory of (Mrs. M. Angue, Mr. J. M. A. Rumjahn and Miss Evelyn Chan \$25, N. and E. Loyd-Jones \$25, Mr. and Mrs. P. S. Cassidy \$25, Mr. and Mrs. J. A. L. Wilkinson \$20, Mrs. C. S. Wilby \$20, Miss E. S. Mosses \$10—Total \$355; Hong Kong Government Contribution \$355, to Oct. 1 \$2,872, 051.02; Grand total \$2,873,051.02.

The following is a list of donations to St. John's Cathedral Restoration Fund up to Oct. 2 which have not yet been acknowledged in the press:

H. S. Dinsdale \$30, Mrs. Lily Franklin \$100, O. Skinner \$50, Dr. A. Sydenham \$15, Mr. and Mrs. C. S. Wilby \$20, Miss E. S. Mosses \$10, A. J. W. Evans \$10, Miss E. M. R. Buckland \$10, Restoration Box \$9.10; Received to Sept. 25 and already acknowledged \$130,979.92; Total to Oct. 2 \$131,234.02.

## CHINESE PROPERTY CLAIMS

It is notified for public information that the Chinese Government has fixed Dec. 31, 1947, as the time for the submission of claims by allied companies and individuals to property in China which was under Japanese or puppet control during the war.

Properly not claimed by this date will be regarded as enemy owned.

Claims supported by documentary evidence should be submitted to the Alien Liquidation Department of the Central Trust of China at Shanghai.

## MINING REPORT DENIED

Reports in the Chinese press yesterday that a Kwei Hoi struck a mine on the way from Canton to Hong Kong on Thursday night were denied by the owners last night. The owners said the ship arrived safely in harbour yesterday morning.

## Tram Conductor Found A Basket Of Jewels

When tram 49 arrived at Whitty Street terminus at 5.35 p.m. yesterday, conductor Chan Ping-ye handed in a basket left on the car by a Chinese woman who got off at the Central Market.

On being opened, the basket was found to contain jewelry and personal property.

In the meantime, the woman, who boarded the tram at Happy Valley, had made a report of her loss to the Tramway Co.'s Traffic Office.

She was, however, unable to give the number of the car or the time of her loss.

News of the loss was circulated to all termini, and an official of the Company was informed that the basket was at the Whitty Street terminus. The woman was contacted; she showed her appreciation of the conductor's honesty by rewarding him with \$200.

## Roosevelt Thought Wallace A "Kind Of Mystic"

Washington, Oct. 3.

Henry Morgenthau Jr., former Secretary of the Treasury, in an article in Colliers Magazine based on his diaries, said that in the days when Henry Wallace was Secretary of Agriculture, he, Morgenthau, argued for sale of surplus American cotton to China to strengthen her against Japan.

He added that the State Department feared this would offend Japan but that Wallace "simply ignored the foreign policy implications."

Detailing his preliminary work in negotiations with the Russians prior to Soviet Union recognition by the United States, Morgenthau said he met with William Bullitt, then handling Soviet affairs in the State Department.

He said Bullitt hoped then to be the first Ambassador to Moscow and "was as furiously anti-Russian as he is furiously anti-American today." He saw in American aid the means by which the Soviet Union could break away from its dependence on Germany and could become a bulwark against the aggressive tendencies "we all thought" were developing in Japan.

## A Mystic

Morgenthau said Wallace and the then Secretary of State Cordell Hull opposed recognition of Russia in 1933 on religious grounds and Wallace's position led President Franklin Roosevelt to call him "a kind of mystic." He said Roosevelt believed non-recognition of Russia "a futile measure against an established Government."

Morgenthau described a long conversation he had with Hull over methods of curbing Fascism and said although he respected Hull's "fine moral and human qualities," Hull's moral force sometimes verged on mere testiness. While disliking Fascism, he did not always see that its threat to peace had to be met by vigorous action on our part. The State Department was beating its wings ineffectually against a rising storm. The State Department was not alone in this attitude.

In the midst of the Italian invasion of Ethiopia, Jesse Jones, then head of Government lending agencies proposed that the United States grant Italy a short-term credit for purchase of cotton. The Treasury killed the idea—Associated Press.

The forthcoming wedding of Reginald Henry Voke, Charge, H.M.S. Dockyard, to Miss Iris Muriel Baker of "The Close," Hordean Road, Emsworth, Hants, England, is announced.

The Venerable Lokanatha (Italian) Buddhist Missionary Chief will deliver two public sermons at Lady Ho Tung's Temple, 16 Shan Kwong Road, Happy Valley, under the auspices of the Hong Kong Buddhist Association and Eng Ann Tong.

Tomorrow's sermon, which will begin at 2 p.m., will be "The Buddhist way to happiness," while the subject for Monday's meeting commencing at 7 p.m., will be "The Light of Truth."

## UNKNOWN TRAFFIC VICTIM

An unidentified Chinese male, aged approximately 40 years and dressed in black cotton clothing, was knocked down by a motor vehicle, believed to be a motor lorry, at the junction of Queen's Road East and Hennessy Road at about 5 p.m. yesterday.

Any person who can give any information regarding this accident is asked to communicate with the nearest police station.

## FRENCH FLEET TANKER ARRIVES

A French Fleet oil tanker, Le Makou, arrived in the Colony from Abidjan yesterday. A crew of 12, including the vessel's captain, is on board.

## FOOD PARCELS FOR U.K. MOUNTING UP

Christmas food and gift parcels from Hong Kong for Britain, which have been steadily increasing in number over the last months, are still pouring into the Post Office in a non-stop stream.

During the whole of this week Hong Kong postal officials have been working until midnight in an effort to clear the several thousands of goodwill packages which have been handed over the counters.

The exact number of parcels received during the last few days is not yet known but they have resulted in the heaviest postal parcel rush the Colony has seen for at least the last 15 years. At the present moment, 1,300 mail bags filled with food and other gifts are ready for transshipment to England. They will leave the Colony either today or tomorrow. It is estimated they will reach England at the beginning of December.

Rows Of Bags  
In the basement of the main post office yesterday, rows of bags containing the Christmas parcels were stacked neatly in long lines awaiting the first step of their journey home. Those bags which contain food parcels only are marked with a special label with the object of facilitating their speedy delivery when they reach England. British postal authorities have agreed to pass through bona fide food gifts with the minimum of delay and in time for Xmas if they arrive three weeks before hand. Other gifts of a non-food nature will still, of course, be subject to customs regulations.

A Post Office official said yesterday: "Before the war very little foodstuff was ever sent to England at Christmas time from Hong Kong. The majority of gifts consisted of toys and souvenirs. Britain's present food shortage has really stirred sympathy among the public here and they are responding magnificently at this stage."

Advice  
The official then offered the following advice to senders of gift and food parcels: "All foodstuffs must be packed in either a tin or a wooden box otherwise the ingredients are liable to be eaten on board ship by rats. Any bottled commodity should be first wrapped in cloth or cotton wool before being packed in a wooden box. It is no use putting the words 'fragile' or 'with care' on the outside of a parcel because numerous parcels are packed together in one bag and the person carrying the bag is not aware of all its contents. "Naturally postal officials realise that parcels are meant to reach their destination intact but the public should for their own benefit see that they are properly packed before being handed over for trans-shipment."

## LOST BOAT

The Harbour Master announces that a waterlogged rowing boat has been towed from the vicinity of Murray Pier to the Government Slipway, Yau Ma Tei, where it may be inspected. Length 20' 2"; Breadth 6' 8"; Depth 2' 8"; Colour—White and Clinker built.

The boat, if not claimed by the rightful owner within seven days of publication of a notification which appears elsewhere in this paper, will be sold to defray expenses.

## KILLED BY FALL FROM TRAIN

A report has been made to the Tsim Sha Tsui Police by Ling Yee, 64-year-old married woman at 8.30 p.m. yesterday that while the 3.30 Express train was passing No. 47 Bridge at Lowa (Chinese territory), her younger brother, Ling On-ting, fell from the step of a third-class carriage and was killed.

## WOMEN J.P.'s

Government is engaged on the selection of women Justices of the Peace. A few individuals, have already been approached, with a view to appointment and certain active women's organisations have been asked to suggest names for consideration by Government.

## 1947 AUTUMN &amp; WINTER

FRESH GARDEN & VEGETABLE SEEDS

Just arrived for immediate sowing—Good Results Guaranteed.

TIME TABLE TO BE GIVEN FREE. WHOLE SALE & RETAIL WARMLY WELCOME!

NOW ON SALE AT

**WONG YUEN SHING SEED CO.**

4 Connaught Road, W. Tel. 30122

## Move To Boost Phone Charges?

Chinese press reports yesterday said that the Telephone Company has asked for Government permission to increase the current subscription rates by 50 per cent.

No confirmation of the report could be obtained.

## Letters From Readers

## Bella Vista

Sir—I think that Observer's suggestion regarding "Bella Vista" in Macao is excellent. A lot of correspondence has passed through our local papers regarding the fortunate circumstances of the Government employees in regard to housing. But on this I can only say that if they were not supplied some sort of accommodation their salaries would most certainly not cover the cost of paying for such Government employees are not paid well in Hong Kong and that is a well-known fact. I happen to be married to one so I know.

My husband's particular department is definitely understaffed and therefore the staff are overworked and he seldom leaves the office before 5.30 and always returns to work Saturday afternoons. He needs a holiday as this has begun to tell on his health but on the salary we cannot afford it. I think Observer's suggestion is really a good idea. I know for a fact that there are many departments in the Government who have to work just as hard and one cannot expect efficiency from over-tired personnel.

## UNKNOWN TRAFFIC VICTIM

An unidentified Chinese male, aged approximately 40 years and dressed in black cotton clothing, was knocked down by a motor vehicle, believed to be a motor lorry, at the junction of Queen's Road East and Hennessy Road at about 5 p.m. yesterday.

## FRENCH FLEET TANKER ARRIVES

A French Fleet oil tanker, Le Makou, arrived in the Colony from Abidjan yesterday. A crew of 12, including the vessel's captain, is on board.

**I LIKE MEN who KEEP PRESENTABLE LONGER WITH Mennen PRODUCTS!**

Enjoy shaves that keep you well-groomed all day... make you nice to be with for a pleasant evening. Get Mennen Menthyl-Teed Lather Shave for a faster, cooler, cleaner shave. And for the perfect finish, use Mennen Skin Bracer and Mennen Talc for Men. Neutral tint doesn't show, keeps you presentable longer.



**THE GREATEST NAME IN SHAVING**



## Fire Torture In Gang Raid Alleged

A grim story was told to Mr. W. H. Latimer by Det. Sub-Inspector R. F. G. White at Kowloon yesterday when he prosecuted two men on two charges of armed robbery, two of possession of arms and ammunition, and one of possession of an explosive substance.

### SHAW WANTS TO BE ALONE

London, Oct. 2. George Bernard Shaw, the 91-year-old playwright and dramatist, has been ordered to leave his home in the city of London, and to go to a hotel, where he will be allowed to live alone, but not to receive any visitors or to receive any mail or to receive any news from the outside world.

## Vishinsky Refuses To Broadcast

Lake Success, Oct. 2. Andrei Y. Vishinsky, Russian Chief Delegate to United Nations, has declined the invitation of Mrs. Franklin D. Roosevelt to appear on a radio programme for which she is moderating and discussing his "warmonger" charges against Americans. Mrs. Roosevelt reported.

Mrs. Roosevelt said that Vishinsky replied that he was too busy with U.N. Assembly business to prepare an address for the "World Security Workshop" programme on Sunday afternoon.—Associated Press.

## RADIO

ZHW Hong Kong broadcasting on a frequency of 845 kilocycles from 10.30 a.m. to 2.00 p.m., and 6.30 to 11.00 p.m., and also on 9.53 megacycles in the 31 metre band from 10.30 to 1.15, 7.30 to 8.30 and 9.15 to 11.00 p.m.

12.30 p.m.—Daily Programme Summary.  
12.32 p.m.—The Ballad of the Dunes.  
12.45 p.m.—Hiloparis (Voice) with Orchestra.

1.15 p.m.—News, Weather Report and Announcements.  
1.17 p.m.—Orchestral Interlude.  
1.18 p.m.—Dance.  
1.20 p.m.—Studio: Andy Hildon and His Orchestra with Lorna (Voice).

2.00 p.m.—Close Down.  
6.30 p.m.—Light Tunes.  
7.00 p.m.—Studio: "The Requests" Bill Viceroy, Gilling-Ross, Moss Kai Tack, Royal Air Force.

8.30 p.m.—London Relay: World News.  
8.40 p.m.—London Relay: Home News from Britain.  
8.45 p.m.—Studio: "See You" Success Commentary.

8.55 p.m.—Personality Interview: Raymond Johns.  
8.57 p.m.—London Playhouse: "The Way to the Stars" with John Mills, Michael Redgrave, Douglas Montgomery and Rosamund John.

9.00 p.m.—R.I.C. Transcription Service: "The Manquerrel".  
9.15 p.m.—Operatic Arias.  
9.25 p.m.—Light Orchestral Favourites.  
9.53 p.m.—London Relay: News.  
10.10 p.m.—Weather Report.  
10.11 p.m.—"Calvary" and Dance Music.  
11.00 p.m.—Close Down.

### COMING SOON TO THE LEE THEATRE



CEORIC HARDWICKE and 10 STAR CAST

POP

IS THAT CHAP BLIND COLONEL

WAIT A MINUTE

NO, HE'S MARRIED

POP

POP

POP

POP

POP

POP

POP

POP

POP

POP

## He Had His Shoes Shined On The Sidewalk

Charged with aiding and abetting a summary offence in permitting a shoe shine boy to clean his shoes on the sidewalk of Pedder Street, No. 22, of 24 Station Street, was cautioned by Mr. F. X. d'Almada at Central yesterday.

Defendant was warned by the magistrate that he should in future have his shoes cleaned in a side street where no obstruction would be caused.

## Quarrymen Cleared Of Sabotage Her Mother Warned Her To Stay Out

Mr. Marcus da Silva, yesterday successfully submitted before Mr. W. A. Blair-Kerr at Kowloon, that Li Fuk and Yuen Chung-hing, charged with conspiracy to render useless certain machinery at the Hok Tin Gwong Quarry between Aug. 20 and Sept. 10, had no case to answer.

In support of his submission, Mr. Silva quoted various legal definitions of the word "conspiracy" which laid down that conspiracy does not only consist of the intention between two or more persons to do an illegal act but actually an agreement to perform the act.

Reviewing the evidence of the chief witness for the prosecution, Tang, defence counsel declared that all that the witness stated was that he dealt with the first defendant and that no other person was present on all material occasions.

Tang also said that Li approached him and suggested that he pour certain liquid (an evidence was offered as to what that liquid was) down a certain machine to slow down the work.

There was no suggestion of malicious damage, contended Mr. Silva.

In their statements went on defence counsel, first defendant said, "I have nothing to say. We all suggested it only but have not done such a thing."

Yuen replied: "I did suggest but did not carry it out." Both statements were only tantamount to an intention which, in law, was not conspiracy.

Although he was not appearing for the second accused, continued Mr. Silva, he desired to draw the court's attention to the fact that the evidence against that man was even less than that against his client.

Both defendants were discharged by His Worship who told them there was no evidence of offence.

On information received, DSI White and party raided 218 Shaukwan Road, second floor, at 5.15 a.m. on August 1 and arrested first defendant, who later in the day brought the Police party to Kwun Yip Shan (Godless) of Mowry Hill Village where second and third defendants were taken into custody.

After corroborative evidence, all defendants were committed for trial at the coming Sessions.

Inspector Fleming prosecuted.

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After corroborative evidence, all defendants were committed for trial at the coming Sessions.

Inspector Fleming prosecuted.

## Jap Navy Man Was Feeling "Very Angry"

Under cross-examination, before No. 5 War Crimes Court yesterday, Vice Admiral Sokunja Naomasa (Flag Officer Commanding the Japanese 16th Naval Squadron), admitted that he lost two light cruisers in Jan. 1944, as a result of Allied action and that he was "feeling very angry" with the Allies.

Sokunja, together with Captain Mayama, Haruo (Commander of IJMS, "Tone") is charged with being concerned in the killing of 63 survivors of the "Behar" on the deck of the "Tone" on the night of Mar. 18, 1944.

Answering further questions put to him by Major Cross, Sokunja said that the order to dispose of prisoners was the first which he had ever seen in Operational Orders. He did not ask Admiral Takasu to explain what the word "Shobun" meant, but gathered the meaning from what he had been told on the subject by two Staff Officers.

Sokunja denied that he told his Commanders, during the conference at Banka Straits, that they would place whatever meaning they liked on it. He thought that the various Commanders understood.

Under certain circumstances, the word could be taken to mean "kill".

Sokunja said that before the "Tone" sank, the "Behar" an RRR signal from the latter was intercepted by the "Tone". Under such circumstances, any ordinary Captain would know what to do and would interpret the word "Shobun" to mean "execute".

Sokunja said that he believed the order to dispose of prisoners, except those required for the purpose of obtaining information, had the absolute approval of Admiral Takasu.

Denial. Sokunja denied that the order to dispose of prisoners was issued in retaliation for atrocities carried out by Allied forces against the Japanese.

Sokunja said that he did not know how many men would be required to guard the prisoners on the "Tone". He had, guard the extent to which the fighting efficiency of the "Tone" would be endangered by the presence of prisoners. It had been reported to him that over 100 prisoners were on board.

Sokunja disagreed that his reactions, on hearing of the sinking of the "Behar" were of anger. He thought that the "Tone" had sunk the "Behar" quicker than expected and was anxious to know the reason for the sinking.

Hearing was then adjourned till 10 a.m. today.

Sealed. Troops occupied the waterfront of Haifa, sealing off the main street in front of the harbour and including the Haifa district police headquarters where the Irgun Zvai Lumi explosion on Monday killed four British and six Arab policemen.

One British officer and 10 British soldiers were injured tonight when a mine blew up their lorry on its way to Haifa, one mile north of Hadera, North Palestine, it was officially stated here.

An attacker was captured, the announcement said.—United Press and Reuter.

Peiping, Oct. 3. American and British film distributors today are prepared to leave Peiping without movie rather than run free markets for Chinese soldiers, officers and ranks.

The distributors offered free shows at times other than regular performances. The military, however, wanted theatres to be cleared for soldiers one machine weekly and balconies reserved for officers once a week.

Unless a compromise is reached, American and British movies will stop running, leaving only one Soviet picture "Nightingale" to meet the public demand for foreign films.—United Press.

Peiping, Oct. 3. Students of Yenching University participated in their two day strike called despite the liberation of the city whose arrest prompted the action.

The President's Peiping headquarters in announcing her release said that she and four male students belonging to other universities were arrested when they visited a house which had been under surveillance as a suspected Communist cell. The four men students were said to be freed on bail.—Associated Press.

CHINESE TANKER FOR PERSIA. Shanghai, Oct. 3. The first Chinese oil tanker, the 10,000-ton "Yung Hung," will sail for Abadan, Persia, today to transport a cargo of crude oil from that country.

The tanker is owned by the China Tanker Company Limited, affiliated to the Chinese National Resources Commission, and received the final touches in just few days in preparation for the 6,000 miles voyage.—Reuter.

## ALL PURE LINEN TABLE CLOTHS & NAPKINS

SIZE: 2 YDS. x 2 YDS.  
2 x 2 1/2

## COTTON & RAYON DAMASK SETS

CLOTH 51" x 51"  
with  
4 NAPKINS 12" x 12"

IVORY, GREEN, PEACH, BLUE  
AND YELLOW COLOURS.

## LANE, CRAWFORD, LTD.

Furniture Dept.  
Exchange Bldg. Tel. 28151.

## Youth, Vitality and Happiness

is gained by

## 'VIRULES'

A much demanded pre-war line makes welcome re-appearance...



A Powerful Physiological Tonic for Run-down Conditions in the Male Sex

An extra powerful and effective preparation for use in the male sex. Composed of gland extracts, vitamins and activated mineral compounds. It will restore maximum efficiency in sluggish and long standing conditions of physical inefficiency.

A harmless rational and safe treatment which is not a temporary stimulant but which produces permanently beneficial results.

Retail price \$14.00 per bottle of 100 Tablets.

Obtainable from all Chemists, or directly from

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- The correct name and address of any Government Department...

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SHILLACH Norman—Rejuvenating  
Treatment for tired skin and muscles.  
Lesson treatments on skin care and  
harmonious make-up. Hong Kong  
Hotel, Powder Room, Annex.  
Telephone 30281, extension 65.

## Belen's Beauty Salons

You can trust your personal  
Beauty Problems—your Per-  
manent Waves, Shampoo, Sets,  
Facials, Facials, Manicure,  
Pedicure to Belen's expert  
operators (1st floor) above  
Lane Crawford's. Tel. 33161.

## Service Auction Rooms

Auctioneers, Surveyors, etc.  
Bancourt, French Bank Bldg.,  
A.E.H. de Sousa, Auctioneer  
Telephone 31897.

## LAMMERT BROS

Auctioneers, Surveyors  
and Appraisers.  
Pedder Building.  
Telephone No. 20224.

## NOTICE

A waterlogged rowing boat  
has been towed from the vicinity  
of Murray Pier to the Govern-  
ment Shipway, Yau Ma Tei, where it  
may be inspected.

The boat, not claimed by the  
rightful owner within seven  
days of the date of publication  
of this notice, will be sold to  
defray expenses.

Description: Length 20' 2"  
Breadth 6' 8"  
Depth 2' 8"  
Colour White  
Clinker built

J. HOLLY,  
Harbour Master.

Harbour Department,  
Hong Kong, 2nd October, 1947.

## ROYAL HONG KONG YACHT CLUB

Regatta Dance  
Sunday, 5th October

Members expecting to attend  
would assist by notifying Club  
Steward or Secretary before  
Saturday evening, indicating  
number of guests.

Supper will be served  
at 8.30 p.m.

Informal.

Transport: Half - hourly,  
Queen's Pier & return from 4.30  
p.m. until after dance.

F. S. COOTE,  
Hon. Secretary, Tel. 32778

## NOTICE

## ROYAL HONG KONG GOLF CLUB

As from Monday the 6th  
October the Secretary's Office  
will be transferred to Prince's  
Building, Room 233, second  
floor. Telephone No. 32340.  
Until further notice all accounts  
are still to be paid at the office  
of Messrs. Percy Smith & Co.,  
Room 212 Windsor House.

D. W. MUNTION  
Secretary.

## CHINA UNDERWRITERS, LIMITED

## COMPANIES (RE-CONSTRUCTION OF RECORDS) ORDINANCE, 1947.

## RE-CONSTRUCTION OF REGISTER OF MEMBERS.

China Underwriters, Limited  
(hereinafter called "the Com-  
pany") has applied to the Re-  
gistrar of Companies for leave  
to reconstruct its Register of  
Members, under Section 12 of  
the Companies (Re-construction  
of Records) Ordinance, 1947.

The statutory declaration in  
support of the application and  
the exhibits thereto (being lists  
of persons who it is believed are  
entitled to be registered as  
shareholders of the Company)  
can be inspected, on payment of  
the prescribed fees, in the office  
of the Registrar of Companies,  
Supreme Court, Hong Kong. A  
copy of the statutory declaration  
and the exhibits thereto may also  
be inspected at the Company's  
Head Office during ordinary  
working hours.

All persons who claim to be  
entitled to be registered as  
shareholders of the Company  
must notify the Company of their  
FULL NAMES and  
ADDRESSES, their claim and  
the evidence upon which it  
is based WITHIN THREE  
MONTHS from the 22nd day of  
September 1947.

Persons who hold Share  
Certificates and Transfer Deeds  
(if any) are requested to pro-  
duce them at the Company's  
Head Office if they have not  
already done so. Shareholders  
who have lost their scrip are  
requested to write to the  
Company giving all known  
particulars of their holding and  
the circumstances of the loss,  
when further information will be  
given as to any further evidence  
required.

All notices and communications  
should be addressed to the  
Company at its Head Office, 4A  
Des Voeux Road, Central, Hong  
Kong.

HERBERT R. STURT,  
Managing Director.

Hongkong, 19th Sept., 1947.

## NOTICE

## THE HONG KONG AND YAUMATI FERRY CO., LTD.

Notice is hereby given that  
the Nineteenth Ordinary Annual  
Meeting of the Company will be  
held at the Company's Office,  
3rd Floor, 144-148 Des Voeux  
Road, Central, Hong Kong, on  
Saturday the 4th October 1947  
at 12.00 noon for the purpose of  
receiving the Report and State-  
ment of Accounts for the Year  
ended 31st December 1946.

Notice is also given that the  
Share Register of the Company  
will be closed from the 27th  
September 1947 to the 4th Oc-  
tober 1947, both days inclusive.

By Order of the Board,

LAU TAK PO,

Managing Director,  
Hong Kong, 20th Sept. 1947.

## NOTICE

Will Firms, Government Offices, Schools, Clubs  
and Hospitals, please note that Dollar Directory  
forms for the 1948 edition should be corrected  
and completed as soon as possible, and returned  
to the "CHINA MAIL" Office, Windsor House,  
without delay.

# ACQUITTAL OF A WAR HERO

## Farran Trial Verdict: No Case To Answer

### Handclapping In Court

Jerusalem, Oct. 2.  
The court-martial trying Captain Roy Alexander  
Farran, charged with the murder of a 16-year-  
old Jewish youth, Alexander Rubowitz, today  
ruled that there was "no case to answer" and  
freed the British officer.  
Shortly before the court's decision was announced,  
Captain Farran's counsel told the members of  
the court that, for the last 200 years in the his-  
tory of criminal law in Britain, no accused had  
ever been convicted of murder and manslaughter  
in the absence of the body or part of the  
body.

## FORGERIES FLOODING ENGLAND

London, Oct. 2.  
Thousands of forged £1 notes  
are finding their way to England  
from the Middle East. The notes  
have already been found in  
Manchester, Liverpool and Ire-  
land, and the British police au-  
thorities have been in touch with  
the Palestine police, who report  
that large quantities of forged  
notes are coming to light in  
Jenin, Syria and other Middle  
East territories.  
The notes have been sent to  
the forensic department at Scot-  
land Yard, where they have been  
examined by experts. They are  
of the latest type of blue note,  
but while the fronts are said to  
be excellent forgeries, the backs  
have a number of flaws.—Reuter.

## Moonlight Murder In Park

London, Oct. 3.  
An attractive 35-year-  
old blonde was the vic-  
tim of a mysterious  
"moonlight murder" in  
Regents Park in the cen-  
tre of London late last  
night.

Scotland Yard agents, lacking any  
hint of a motive, are searching for  
an unidentified man believed to have  
been with her during her last hours  
alive.

The woman was identified by re-  
latives as Gladys Margaret Irene  
Hannan, a bookkeeper. She had  
been gagged, beaten and strangled.  
Police said the man had not been  
traced.

Her handbag, unopened, was  
found under the body, which was  
discovered by an office worker tak-  
ing a short cut through the Park.—  
Associated Press.

## BACK TO WHERE THEY STARTED

Denver, Oct. 3.  
Dr. Viola Pettit, British  
archaeologist now carrying out  
research into Egyptian and  
Arabian history in the Colorado  
desert, has stumbled across the  
burial place of chiefs of a tribe  
that lived some 80,000 years  
ago. Well-preserved mummies,  
skeletons of elephants and tigers  
and crude implements have been  
unearthed. Remains of men  
nine feet tall have also been dis-  
covered.

It was determined that these  
giants wore a type of  
clothes that bear a striking re-  
semblance to the present day  
California fashion trend—half-  
length trousers. It has often  
been said that history repeats  
itself.—United Press.

## SHARE BAN LIFTED

London, Oct. 2.  
The Government lifted its ban  
on dealings in the United States,  
Canada, Sweden and other  
foreign securities yesterday,  
restoring relatively free dealing to  
the London Stock Exchange for  
the first time since the  
beginning of the war.

Under the new Exchange  
Control Act the Government's  
war-time power to requisition  
foreign securities also lapsed.  
However, there was no early  
trade in overseas stock on the  
London Exchange.—Associated  
Press.

## LONDON SILVER & GOLD

London, Oct. 2.  
Silver, spot, fine ounce 43s. 4d.  
Forward fine ounce 42s. 4d. Bar,  
Gold, per fine ounce 172/3. U.S.  
per fine ounce \$35. (New York Free  
Market) \$42 1/2.—Reuter.

## THE KING'S MAIL



News messages report that the King's mail will be de-  
livered to Balmoral by helicopter.  
Here is a glimpse of the man who will do it—Squadron  
Leader Cable's aerobatic display with a helicopter in the  
presence of the visiting Soviet delegates at the R.A.F.  
School, Halton. Squadron Leader Cable is an entertaining  
exponent of helicopter technique, and he showed just how  
manoeuvrable these experimental craft can be.

## Military Pact In Mediterranean

Athens, Oct. 2.  
Despite denials from the Greek and Turkish au-  
thorities, a high Greek source today categori-  
cally re-affirmed the report that Greece and  
Turkey would shortly conclude an agreement  
for a co-ordinating committee of the countries'  
two General Staffs under American aegis.

The agreement, which "would  
be essentially defensive," could  
be expected to be signed within  
the next few days, this source  
said.

The role of the United States  
representative in the proposed  
co-ordinating committee would  
be that of an "observer."  
The Greek Government last  
night said the report that the  
Americans were seeking to create  
such a co-ordinating committee  
was "inaccurate and completely  
without foundation," while United  
States sources in Athens were  
quoted as saying that they knew  
nothing of such a scheme.  
The Anatolian News Agency  
today quoted the Turkish authori-  
ties as categorically denying the  
report.—Reuter.

## SOVIET MOVE IN ITALY

Rome, Oct. 2.  
A Foreign Ministry spokes-  
man told a news conference  
that Soviet  
Michael Kostylev yesterday  
afternoon handed Foreign  
Minister Carlo Sforza a com-  
munication which was "very  
important" in the improve-  
ment of relations between  
Italy and the Soviet Union.  
It was generally believed  
that it dealt with the Soviet  
attitude toward the disposi-  
tion of Italy's colonies, sched-  
uled to come up for discus-  
sion at the meeting of the  
Big Four Foreign Ministers  
deputies in London.—Asso-  
ciated Press.

## No Dollars,-- No Films

London, Oct. 2.  
Sir Stafford Cripps, Minister  
for Economic Affairs, told the  
Association of Specialised  
Film Producers that unless Brit-  
ain obtains dollars she could  
not take American films.  
"Sooner or later our Ameri-  
can friends have got to realise  
that world trade must be carried  
on the basis of exchange,  
that one-sided trade, whether in  
motor cars or films, cannot exist  
for a prolonged period unless,  
of course, one country provides  
the money with which to buy its  
own goods," Sir Stafford  
Cripps said.  
"Therefore, we shall have  
most regretfully, to tell our  
American friends—no dollars,  
no films"—Reuter.

## AFRICAN GOLD IN BRITAIN

London, Oct. 3.  
The British Press Association  
said last night it had  
learned that gold valued at  
£1,000,000 from South Africa  
had been landed in Hull re-  
cently and transferred to the  
Bank of England.  
Authoritative Government  
sources have said that South  
Africa was considering placing  
its gold output at Britain's dis-  
posal to ease the Empire's dol-  
lar shortage.—Associated Press.

## LONDON SILVER & GOLD

London, Oct. 1.  
Silver, spot, fine ounce 43s. 4d.  
Forward fine ounce 42s. 4d. Bar,  
Gold, per fine ounce 172/3. U.S.  
per fine ounce \$35. (New York Free  
Market) \$42 1/2.—Reuter.

## ARGENTINE GOLD

Buenos Aires, Oct. 1.  
Sovereign, buyers 67.30, sellers  
68.30. U.S. \$20 Eagle, 122.00b.  
Dollar (piece de cinq) 470. Silver  
(plastre) per Kilogram, 440.—Reuter.

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Dollar (piece de cinq) 470. Silver  
(plastre) per Kilogram, 440.—Reuter.

## BUENOS AIRES EXCHANGE

Buenos Aires, Oct. 2.  
Buenos Aires On London buyers  
16.22, sellers 16.27. New York  
403.25b, 403.50s. France 318.00b,  
319.00s. Belgium 9.10b, 9.21s. Spain  
27.62b, Sweden 112.50b, 113.00s.  
Brazil 122.10s, Switzerland 94.25s.—  
Reuter.

## MEXICAN EXCHANGE

Mexico City, Oct. 2.  
Mexico City On London 1.959,  
New York 485, Paris 450, Zurich  
115, Hongkong 1,250, Bombay un-  
quoted.—Reuter.

## ALEXANDRIA BULLION

Alexandria, Oct. 2.  
Gold, per "dirhem" 167 piastres,  
Egyptian pound 470. Sovereign 524,  
Turkish pound 360, Napoleon 360,  
Dollar (piece de cinq) 470. Silver  
(plastre) per Kilogram, 440.—Reuter.

## ZURICH EXCHANGE

Zurich, Oct. 2.  
Zurich On London 47.35, New  
York 4.30, Paris 3.625, Brussels  
9.875, Amsterdam 162.30, Lisbon  
16.05, Buenos Aires 105.30, Stock-  
holm 119.65, Madrid 39.75.—Reuter.

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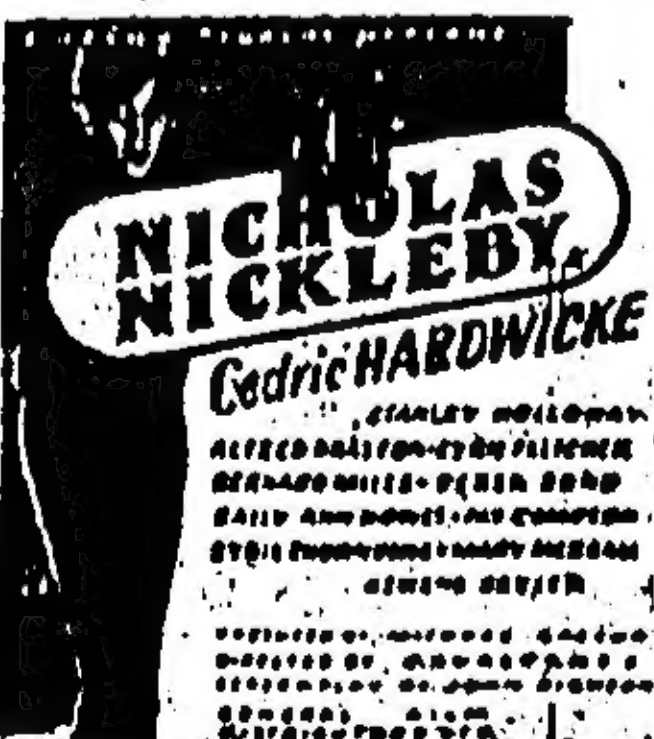


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RUHR COAL MANAGEMENT:  
OBJECTIONS BY POWERSEdinburgh  
Planning  
Scheme

Edinburgh, Oct. 2.  
The famous thoroughfare, Prince's Street, is to be re-built under planning scheme made public today.

The proposed reconstruction involves the replacement of existing buildings, a double deck roadway and diversion of the main line of railway traffic from the valley of Prince's Street Gardens.

The roadway underneath the present street is to be reconstructed with one side open so that there will be natural ventilation and lighting.

The main terminus is to be in the west of the city and it is proposed to use Waverley Station entirely for suburban and short distance traffic and to electrify and cover in the railway through Prince's Street gardens.

The plan involves the removal of many of the present population from industrial areas to new housing estates.—Reuter.

Too Much German  
Responsibility

Washington, Oct. 2.  
France, Belgium and the Netherlands have protested against Anglo-American plans to vest greater responsibility for Ruhr coal production in German hands, it was learned today.

Diplomatic officials said the three countries have expressed concern over a possibility that the plan would result in the revival of German industrial power which would threaten their security.

Replies have not yet been made to the three notes which were delivered to the State Department during the past 10 days. Similar protests have been delivered to the London Foreign Office, informed sources said.

Following a month-long conference here the United States and Britain on Sept. 10 announced their intention to transfer considerable responsibility for Ruhr coal production to the Germans.

**Best Means**  
Under the plan a German coal management authority would be created to receive and implement directives issued by a joint Anglo-American control group. The appointment of Germans to administrative posts was considered by the United States and Britain to be one of the best means to increase the lagging coal production for European recovery.

Officials studying the French, Bel-

gian and Dutch protests summarized the objections of the three countries as follows:

France—German management of the Ruhr mines would prejudice their future status. It would grant the Germans more power and authority than they had before the war when the coal mines were operated by private owners.

Belgium—The appointment of a German director-general to direct Ruhr coal production is "unsatisfactory."

Netherlands—it objects to placing responsibility for coal production in

BAG TOOK  
WRONG PLANE

London, Oct. 2.  
Mr. E. Latham, King's Messenger, was about to board an aeroplane for Vienna at the Northolt airport when he found that a bag was missing from his luggage. A search failed to reveal it and Mr. Latham left without it.

Foreign Office official has cleared up the mystery, saying: "A porter put the bag, which contained no official documents, on the Oslo plane by mistake. It went to Oslo and is now on the way back."—Reuter.

German hands instead of a decentralizing authority. The Dutch Government holds this was its understanding of the post-war Allied policy for the Ruhr mines.

The three governments also objected to the designation of German managers of former French, Belgian and Dutch mines which they believed should be returned to operation by their former owners.—United Press.

U.S. 'Expansionism'  
In Balkans

Lake Success, Oct. 2.  
The United States Government was deliberately trying to use the United Nations to cover up their "expansionist penetration into the Balkans and the Near East," Bulgaria's Nissim Mevorah asserted today during the resumed debate on the Greek case in the Political Committee.

Criticizing the findings of the Balkans Commission report, he declared that Bulgaria neither supplied arms, financial help nor armed bands to help Greek guerrillas, nor did the ever organize a propaganda campaign supporting Greek dissident groups. The so-called frontier incidents were merely a smoke-screen to camouflage the Greek Government's weakness and American intervention, he said.

"At present there are grave conflicts in Indo-China, Indonesia and Palestine which openly threaten peace," he said. "But in our case there is no such menace."

Mevorah appealed to the Committee not to sanction the creation of a new Balkan Enquiry Commission, which would be a source of "endless trouble, expense, complications and misunderstanding."

After the Albanian delegate, in a long and violent speech, had accused the Greek Government of being responsible entirely for the disturbances and tension with her neighbors, the Political Committee adjourned the Greek debate until tomorrow.—Reuter.



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Wedemeyer Report  
Mystery

New York, Oct. 2.  
"General Albert Wedemeyer's report to the State Department probably favoured United States aid to China but what or who is holding up its publication?" asks "Time" news magazine today.

"Time" reports: "A fortnight ago, Lt. General Albert Wedemeyer returned from his mission to China as fact-finder for the United States. To the State Department, he submitted a report of China's political, military and economic situation. On this report presumably would be based one of the most important lines of United States foreign policy—what to do about China?"

"General Wedemeyer has always been anti-Communist. He

was anti-Communist during his earlier mission to China as Chief of Staff to General Chiang Kai-shek. His report on the Chinese situation could not be anything but anti-Communist and probably favoured United States aid to both countries. What (or who), Americans wondered last week, was holding up its publication?"

Meanwhile, according to a nationwide editorial survey, American press opinion on China, for the week ending Sept. 27, centred on no one particular issue but discussion of China's internal difficulties continued.—Central News.

RUSSIANS BUSY  
IN SIBERIA

Anchorage, Alaska, Oct. 3.  
Reports that Russia is constructing "rock houses" in the cliffs lining the shores of Siberia opposite St. Lawrence Island have been received from Siberian natives visiting the American island, the Rev. E.R. Parker, Presbyterian missionary on the island, said today.

He said the Siberian visitors knew little about the activity at Indian Point on Chukotka Peninsula (approximately 60 miles across the Bering Sea from St. Lawrence Island), but said the Russians were using large quantities of dynamite on the project.—Associated Press.

The Anglo-American bloc, said one dispatch, "is halting at no obstacle and is increasing its violations of the United Nations Charter and its main principles"—Associated Press.

MOUNTBATTEN'S  
WEDDING GIFT

Bath, Oct. 3.

Lt. Philip Mountbatten, who will marry Princess Elizabeth on Nov. 20, today chose the wedding gift which the officers and men of his Naval unit will give him—a special book for signing by visitors incorporating an illuminated address of esteem and good wishes.

Accompanied by a brother officer, Lt. Mountbatten drove over to Bath, historic picturesque city, from his station at Corsham in Wiltshire. He made his selection at one of the Bath book-binding firms noted for superior craftsmanship.—Associated Press.

So far, three of the locomotives have been ordered and are being built in the Company's own shops at Brighton and, although suitable for working on any Southern Railway main line route, they will be used primarily on the principal west of England express. This route, Waterloo to Plymouth, a distance of 234 miles, at present takes nearly six hours. However, the new locomotives are likely to reduce the journey time by as much as two hours. Each locomotive will have a

Southern Railway To  
Have Diesels

London, Oct. 2.  
Express diesel electric locomotives capable of reaching 100 miles per hour are expected to be in service on Britain's South Railway early next year.

So far, three of the locomotives have been ordered and are being built in the Company's own shops at Brighton and, although suitable for working on any Southern Railway main line route, they will be used primarily on the principal west of England express. This route, Waterloo to Plymouth, a distance of 234 miles, at present takes nearly six hours. However, the new locomotives are likely to reduce the journey time by as much as two hours. Each locomotive will have a

1,600 horsepower diesel electric generator which will drive the motors on six of the eight axles. The locomotives will normally work in pairs but under one crew. Each unit will weigh 120 tons in working order.

The use of diesel fuel will produce a considerable saving in coal consumption. An approximate saving of 2,000 tons of coal a year will be saved on every diesel-driven train making a daily run to Plymouth and back.—United Press.



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## DEATH

DA SILVA. — On Wednesday, September 24, 1947, at the Shanghai General Hospital, Constantino Jose Da Silva, aged 33 years, dearly-beloved husband of Emilia Celeste, father of Mrs. N. Sweeney, J. F. da Silva, L. G. da Silva and P. P. da Silva, and grandfather of Paddy, Brian, Virginia, Marzie, Elmy, Christina Belma, Evelyn, Gussie and Benny.

## HONG KONG AND CHINA

Nanking newspaper comments on Sir Alexander Grantham's courtesy visit to China's capital follow a familiar model. That in itself furnishes no occasion for surprise. It must be many years since a Governor of this Colony visited the seat of China's government in his official capacity and it is a natural enough reaction to re-examine any points of controversy that may exist, with a suggestion that the moment may be opportune to discuss them on a friendly basis with a view to a better understanding. Without a doubt there will be informal exchanges of views between His Excellency and the high Chinese officials entertaining him in Nanking on all problems affecting relations between China and Hong Kong, and doubtless, too these discussions will be beneficial. It is odd, nevertheless, that there should be nothing in the Chinese press comments which has not been the common currency of propaganda for some time past, and expended time and again as tendentious. The smuggling issue, for instance, seems to be raised for no other purpose than to divert attention from the real sources of China's economic ills, and ignores the fact that Hong Kong's prosperity is so bound up with commercial prosperity within China that there never could be, nor ever has been, any hesitation in contributing everything this Colony can do to assist towards economic stability. That some smuggling takes place is acknowledged. But it must be recognised too that Hong Kong's record in seizures, in efforts to curb the traffic, has been quite a remarkable one, and that we have gone far beyond the point of our obligations in international society in organising the operations of our preventive service to protect China's interests. It would appear, too, that high quarters in the Chinese National Government have themselves placed the prime responsibility where it genuinely belongs, namely, within China itself.

The appointment of Mr. T. V. Soong as Governor of Kwangtung could hardly have come about but for the conviction that a strong, possibly ruthless control at the top in Kwangtung was required to cure the ills of the province. At a different level, the same argument applies to the accusation that Hong Kong is harbouring Communists and other subversive elements. Here again, nothing is closer to this Colony's interests than a satisfactory political settlement in China, the end of civil war, and a chance for stable Government to establish itself firmly. But in the political struggle, we have no other choice, or proper course, than a strict neutrality. And if there has been the least divergence from that policy, it is quite impossible for anyone who has access to the facts to avoid the conclusion that the Kuomintang organisation has received much favours. It is, of course, much nearer the truth to insist that no encouragement is here given to any political activity whatever: it is merely that we do not interfere while individuals or organisations do nothing which conflicts with the laws of Hong Kong. Beyond that, this is, as far as we can make it, a free country.

## VETO AGAIN

The motive of Mr. Vyshinsky's use of the veto to prevent election of Italy to the United Nations would be interesting to learn, since it can only weaken

Two intensely interesting articles on Britain's War Secretaries have appeared in the Army Quarterly from the pen of G.J.S. King, from which the following extracts are called.

When, on the 12th of June, 1854, the fifth Duke of Newcastle, Secretary for War and the Colonies, became the first Secretary of State for War as a separate Department, he received his political death warrant rather than an enviable honour. It was nearly forty years since Britain had been engaged in a major war, and no attempt had been made to adjust the war machine to meet the revolutionary changes of those four decades. The task of revitalizing his Department was too herculean a task for the Duke, and he became inevitably a scapegoat for the administrative blunders of the Crimean campaign. He did not resent unduly the charge of inefficiency, but protested strongly against the more serious accusation of indifference, which he refuted in a moving speech in the House of Lords.

"I have been charged with indifference and indifference. My Lords, as regards indifference, the public have had every hour, every minute of my time. To not one hour of amusement or recreation have I presumed to think I was entitled. The charge of indifference is one which is still more painful to me. Many a sleepless night have I passed in thinking over the ills which the public believe and say that I could have cured, and which, God knows, I would have cured had it been in my power."

## By G.J.S. King

In an earlier day the Senior Secretary had been a distinguished admiral made a scapegoat pour encourager les autres and it was shrewdly said of Newcastle that he was the "Byng" of his day.

The crisis was hastened by Lord John Russell (from within the Government's own ranks) voiced the opinion that the Secretary of State for the War Department and Secretary at War should be combined in the person of a man who "from experience of military details, from inherent vigour of mind, and from weight with House of Commons, could be expected to guide the great operations of war with authority and success." He—and the nation with him—concurred in the opinion that Palmerston was such a man. But "Pam" himself said that it was impossible for one man to fulfil the duties of those two offices. Moreover, while frankly admitting that he knew the nation expected him to manage the War Department better than anyone else he doubted if he would do it "half as well as the Duke of Newcastle."

## Cardwell Reforms

The War Secretaryship was the last office held by Sir George Cardwell Lewis (who, as Chancellor of the Exchequer, increased income tax to 1s. 4d. during the Crimean War, and refused it to 7d. later).

It was the conclusive evidence of perfect organisation in the German triumphs in 1870-1871 which led to the minor revolution at the War Office initiated by Cardwell in Gladstone's first Administration.

The Cardwell reforms include the introduction of the "short-service" system, the abolition of the purchase of commissions, and the localisation of regiments.

There can be few now living who can recall the bitter controversy occasioned by those startling changes at the War Office. Although even in his own day it was admitted that reorganisation was needed in the War Department the labour involved and the Opposition he encountered undermined Cardwell's health.

## Victorian Era

The problem of a Commander-in-Chief with wide powers has long ceased to complicate affairs at the War Office, but it was acute throughout the Victorian era. In the public eye the Commander-in-Chief was a practical man thwarted by a political theorist, and the reputation of the Duke of Wellington was such that to question his judgment in military matters was akin to heresy. It was Wellington who complained early last century that the Commander-in-Chief "could not move a corporal's party from London to Windsor without permission from the Secretary of War" (because shifting of troops was a public expense. Even after Wellington's death the problem remained for the Duke of Cambridge in his forty years' occupancy of the same exalted office, enjoyed by reason of his royal birth the deference that a "distinguished record" had conferred on his predecessor.

During the opening years of the Cambridge regime (which began in 1856) the Duke was, in cordial terms with the Secretary of War, but the Cardwell reforms, which placed his office at that of the Minister, and the proposals of the Hartington Commission, in 1891, included a recommendation that the office of Commander-in-Chief should be abolished.

## Controversy

Controversy is an inevitable accompaniment of far-reaching reform, and there will be many who recall Lord Robert's criticisms of the Haldane plans, and also the attacks of Lord Wemyss, whose long public career extended from the Aberdeen Ministry during the Crimean War to the very eve of war in 1914. The man who had seen the Crimean disasters, and opposed the Cardwell measures, lived to attack the Haldane plan in the House of Lords in his ninetieth year, and was only five years from his century (which, however, he did not complete) when he wrote to the Times in 1913 describing the military system of the nation as having been "fatuously destroyed several years ago."

Colonel Seely (Lord Mottistone)—another of the few soldiers to become War Secretary—followed Haldane in 1912, and it is history within the memory of many of us how the Curragh sensation in 1914, compelled his resignation, the Premier (Asquith) himself taking over the War Office. But the world was on the verge of a greater crisis, and no one ever came to the War Office with more hearty goodwill from all sides than Kitchener of Khartoum in August 1914. It was natural that in the time of war a great and well-tried soldier should grip the public imagination more strongly than a civilian, and seldom in British history has a man commanded such confidence as "K. of K." at the War Office in the early days of the first World War.

It was the merit of Kitchener that almost alone he visualised the probability of a long war, and realised, moreover, the inevitability of the attack through Belgium, and the perilous situation of the little British Army. It was also to his credit that he made immediate provision for a substantial increase in the size of the Army. Whatever the justice of the criticisms levelled against him he retained the confidence

ed, although, in deference to the Duke, it was suggested that this step should be deferred while he lived. In 1896, however, the Duke relieved a delicate situation by resigning.

## Indiscreet

Despite a change of Government pacifist followed pacifist at the War Office for the Marquis of Lansdowne, who took office under Salisbury, will be remembered for his courageous if indiscreet advocacy of "peace by negotiation" in the 1914-1918 war. His policy at the War Office was to carry out the reorganisation recommended by the Hartington Commission, thus bringing under Parliamentary control (by transfer to the War Secretary) much of the administrative power previously vested in the Commander-in-Chief—a prelude to abolishing that office, as recommended by the Commission. Lansdowne, sharing the fate of Newcastle before him, bore the brunt of criticism for early failures in the South African War, and, after the "Khaki Election" of 1900, made for St. John Broderick who, in turn, was followed by Arnold-Forster. Arnold-Forster was noted merely the predecessor but the stern critic of Haldane, and "Boha" contributed a foreword to "A.F." Military Needs and Military Policy (published in 1908) which was a counterblast to Haldane's measures. But even Arnold-Forster's colleagues had not all been in agreement with his Army proposals.

Viscount Haldane of Cloan was a "philosopher by choice, a lawyer by profession, a Cabinet Minister by force of circumstances." Although many will be found to dissent from Haldane's eulogistic dictum that "Haldane was the greatest Secretary of State for War that England ever had," there has been a marked reaction of opinion—both expert and public—in Haldane's favour. His appointment by Campbell-Bannerman, in 1905, was strongly criticized, but the result of those "reform years" between 1906 and 1912 "was the reorganisation of the Army, the creation of the Imperial General Staff, the establishment of the O.T.C., and the placing of the Territorial Army on a sound footing. The man who was proud to acknowledge Germany as his 'spiritual home' could claim a great deal of the credit for the fact that an Expeditionary Force whose efficiency was out of all proportion to its numbers was available to check Germany's scheme of swift conquest in 1914."

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## Victorian Era

The problem of a Commander-in-Chief with wide powers has long ceased to complicate affairs at the War Office, but it was acute throughout the Victorian era. In the public eye the Commander-in-Chief was a practical man thwarted by a political theorist, and the reputation of the Duke of Wellington was such that to question his judgment in military matters was akin to heresy. It was Wellington who complained early last century that the Commander-in-Chief "could not move a corporal's party from London to Windsor without permission from the Secretary of War" (because shifting of troops was a public expense. Even after Wellington's death the problem remained for the Duke of Cambridge in his forty years' occupancy of the same exalted office, enjoyed by reason of his royal birth the deference that a "distinguished record" had conferred on his predecessor.

During the opening years of the Cambridge regime (which began in 1856) the Duke was, in cordial terms with the Secretary of War, but the Cardwell reforms, which placed his office at that of the Minister, and the proposals of the Hartington Commission, in 1891, included a recommendation that the office of Commander-in-Chief should be abolished.

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## CARNIVAL

By Dick Turner



"Oh, it's nothing—he's just fussing! He says you're sitting on his chocolate cake!"

## BARCLAY ON BRIDGE

By Shepard Barclay

"The Authority on Authority"

## WE ALL CAN BE FOOLED

Even the best of players are hamstrung occasionally by a smart opponent who bamboozles them out of a good result on a deal by fooling them with a particularly bad or play. Sometimes it is a combination of them—unorthodox bidding followed by a false-card on some early trick which makes his hand seem different from what it is. After you have fallen for such an artifice, it may develop that you should have protected yourself against the chance that he was trying monkeyphins. When that is the case, you feel worse than ever about it, though you must admire him for putting it over.

SA 19  
HAK 87  
D 752  
C 944

SKQJ3  
HJ5  
DQ64  
CK32

8642  
HQ1096  
DKJ  
CAQJ6

(Dealer: East. Both sides vulnerable.)  
East South West North  
Pass 1C 1D 1H  
Pass 1NT Pass 2NT  
Pass 3NT

More orthodox bidding led all but a few of the North-South pairs into 4-Hearts on this duplicate deal, and many a one made the game, as two tricks were lost in diamonds and one each in the black suits regardless of whether North or South was the declarer.

In the bidding shown above, South's venturesome bidding, followed by a tricky play, produced

of the bulk of his compatriots to the end. Not only was he one of the few War Secretaries who died while in that office, he was the only one who died while actually on duty.

## Lloyd George

After a brief emergency re-occupation by Asquith on Kitchener's death in 1910, Lloyd George succeeded at the War Office, but it has been recorded that he did so with some reluctance, for he left the Ministry of Munitions (in which, being a new creation, he had been unfettered) to enter an office where "the views of the generals were regarded as sacrosanct." There were, in fact, clashes between the unorthodox and vigorous "L.G." (who like Churchill, was one of the Palmerstonian school) and the Army Council; but again affairs were heading for a crisis, and Lloyd George became yet another to step straight from the War Office to the Premiership. Lord Derby, who followed him, had already initiated the "Derby Scheme" as Director-General of Recruiting, and had already held the offices of Financial Secretary to the War Office, and Under-Secretary. (Incidentally he returned to the War Office in 1922). Before the break-up of the Coalition Lord Milner, Mr. Churchill, and Sir Laming Worthington-Evans held the office of War Secretary in turn.

Choice Withdrawn  
It must have been surely pre-ordained that "Winston" should never hold any office except at a time when its problems present peculiar difficulties. He has recorded that after the 1918 election "L.G." said to him: "Make up your mind whether you would like to go to the War Office or the Admiralty," but, with demobilisation and the restoration of discipline after the Armistice, the chief of many problems, the position at the War Office was so much more critical than at

whopping big score. He later defended his first No Trumps bid by saying the strength showed by North's free bid of hearts must have included some spade strength to stop that suit.

If West had led his unbid spades, it developed that South could have scored game with two tricks there, four in hearts and three in clubs. But West decided to lead the diamond 4, South studied plenty before playing from the dummy, and very intensely after East put on the 2. He decided that, if he played the J, West would know he had the K and might drop it with the A. But if he took his trick with the K, West would probably reckon East might have the sequence of the 8-9-10-J originally, so might lead low the next time. Hence he played the K.

South led to the heart A and finessed the club Q to the K. Just as South hoped the diamond 4 was returned to his J. He thereupon ran his hearts, clubs and the spade A to make an extra trick. West is still kicking himself.

## Tomorrow's Problem

SKJ2  
HKQ83  
DAJ5  
C762

SA 863  
HA 9  
D 973  
CAQJ

(Dealer: North. North-South vulnerable.)  
After West leads the spade 10, how should South seek maximum results in his 3-No Trumps contract?

the Admiralty that the choice was withdrawn. Winston, became moreover, "their to the pledges and tragedies" of the Russian campaign; and had the further problem—one that has returned today—of the disposal of the 250,000 Germans prisoner of war in British hands.

The Secretaries for War in the days since the First World War are too recent a memory to need reviewing. They include three Labour Ministers (Stephen Walsh, Tom Shaw, and Jack Lawson), yet another Stanley (Oliver), a civil servant (Sir James Grigg), such noted politicians as Halifax, Eden and Hall, and two others of the select band of "controversial" War Secretaries in Duff-Cooper and Hore-Bellish.

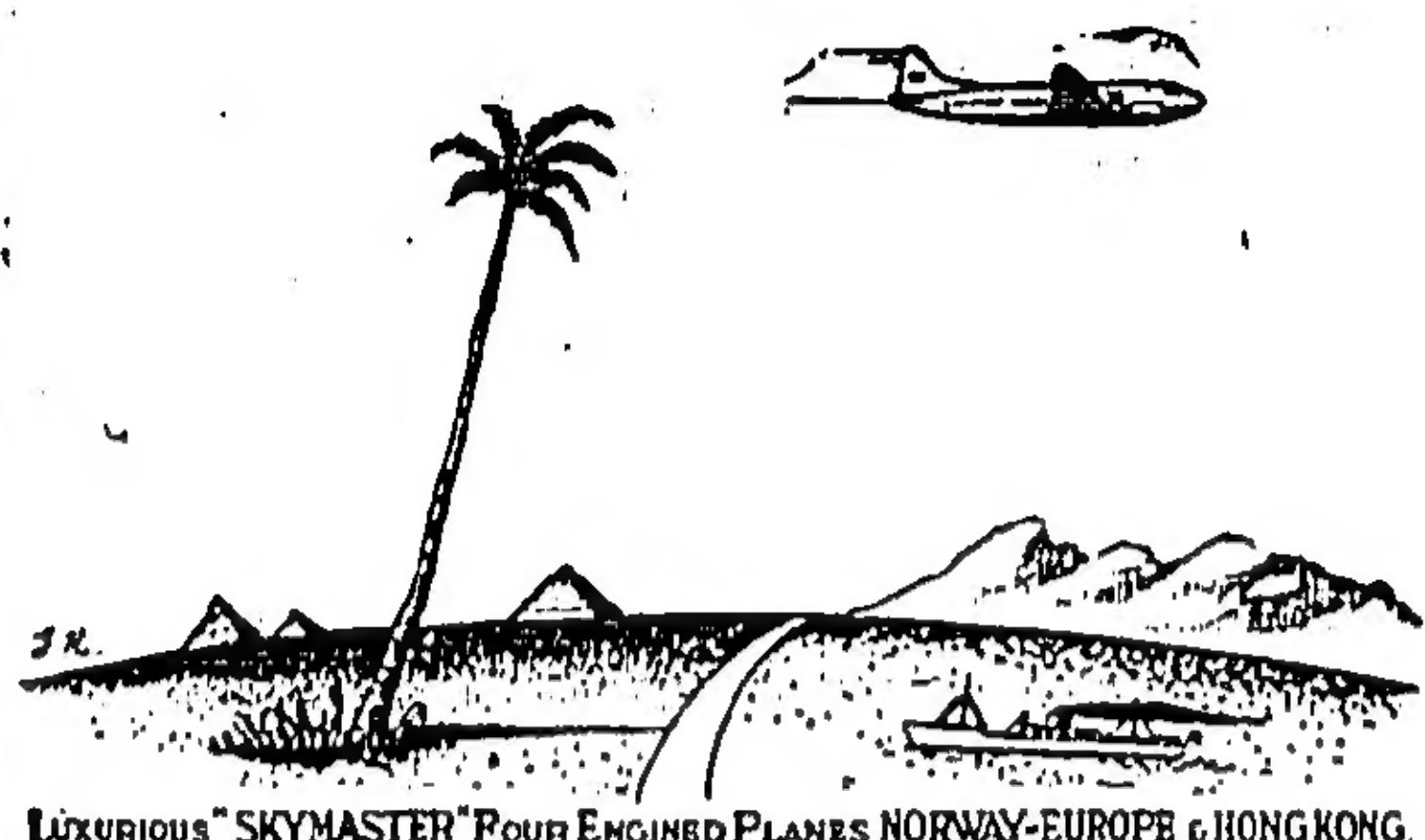
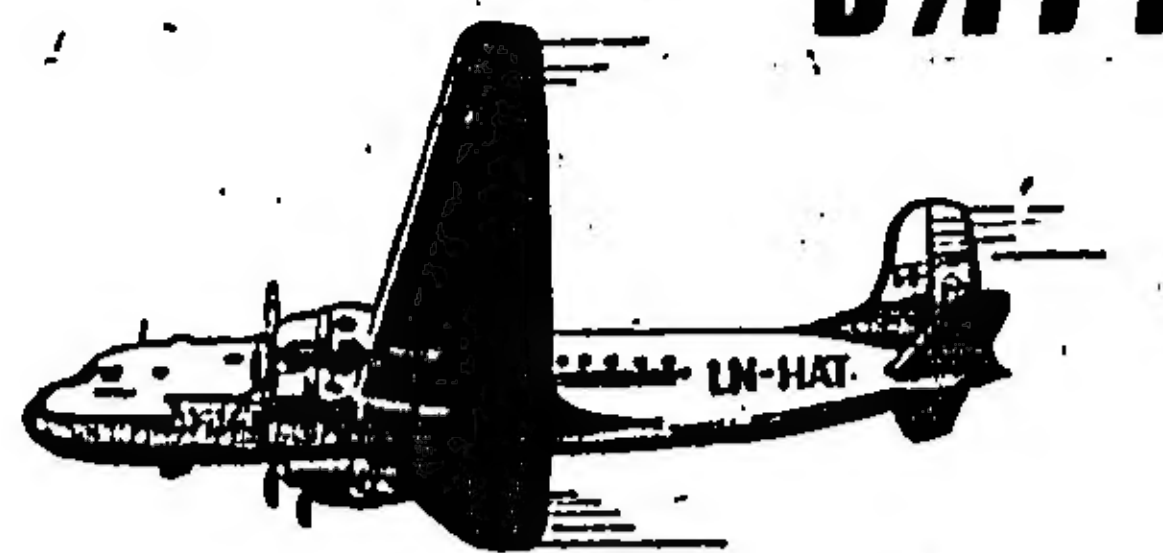
It was noticeable that during the recent war popular apprehension of civilians flouting the judgment of skilled soldiers, and sailors was never so acute as in the First World War, largely no doubt because a civilian was at the helm who carried public confidence—as, perhaps, no British civilian in war has ever done except the Earl of Chatham. It was a shaft of exquisite irony that the same civilian had been the chief target of the critics in the first war, and had been excluded from office in the Lloyd George Ministry in 1916 because of Press hostility. It is illuminating to read Mr. Churchill's own comments on this vexed civilian versus Service problem, sharpened as they were by bitter personal experience. In his "World Crisis" he writes:—

Absurd Conventions  
"A series of absurd conventions became established, perhaps inevitably, in the public mind. The first and most monstrous of these was that the Generals and Admirals were more competent to deal with the broad issues of the war than able men in other spheres of life."

(Continued on Page 7)



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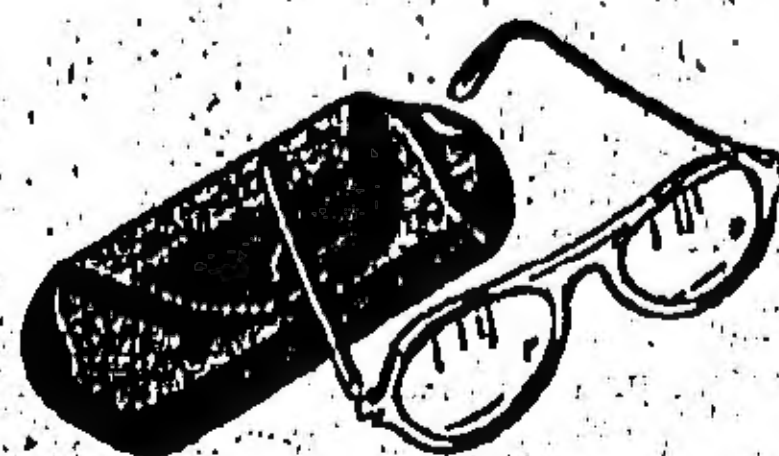
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## FORMER ITALIAN COLONIES Italy Pessimistic About Settlement Arab Claims For Libyan State

London, Oct. 2.

Italian diplomatic circles in London were pessimistic today about the likelihood of an early settlement of the future of former Italian colonies in Africa, though they agree that some speed had been shown in convening tomorrow's meeting of special deputies in London.

They expected that a final decision would take two years—most of the time spent by the special Big Four Commission to study conditions there and to take into account the wishes of the inhabitants.

The name circles believed that Italian representatives would not be consulted in the first stage of the London talks. However, colonial experts from Rome might arrive to be "handy" to the special deputies, they said.

"It will depend on the work of the special deputies what further steps the Italian Government would take to reiterate the Italian case and when further proposals would be made," these circles added.

In the meantime, there were four acute problems awaiting solution, Italian sources said. These are:

### Four Problems

1. The future of some 70,000 Italians who left former Italian colonies, particularly Tripolitania, at the outbreak of the war. They have not been allowed to return because of the restrictions imposed by the Allied authorities. Their business, property and farms are "going to pieces," Italian sources said.
2. Only few of the 9,000 children of families living in Tripolitania who went to Italy in 1940 have been allowed to return to their parents.
3. Italian farmers in Somaliland have not been permitted to resume farming on their own estates, following the decision of the Allied authorities that the country is not suitable for farming.

4. Many Italian farms, source of tropical products, have reverted to desert without Italian labour to cultivate them. Nomadic Arabs were not keen on farming and an important amount of foodstuff was being lost.

### Arab State?

Meanwhile, the Egyptian point of view on the future of Italian colonies in Africa was handed in the form of a note to the Foreign Office and the American, French and Russian embassies in London today.

The note is understood to run to three long sheets. It was despatched as soon as the Egyptian Embassy received its instructions from Cairo.

The note follows the case for Arab League, apart from particular claims of Egypt in North Africa, details of which have not been divulged.

The Arab League wants Libya as an independent Arab State to be incorporated in the League, which envisages union of all Arab peoples from the Persian Gulf to the Atlantic.

—Reuters.

## SECRET WORK ON ROCKETS

Wellington, Oct. 2.

New Zealand will join Australia and Britain in secret research work on the Australian experimental rocket range, it was authoritatively learned today.

New Zealand's help had been invited by Australia and was likely to take the form of scientific aid, it was added, but the exact nature of it would be decided next month at the London Imperial Scientific Conference.—Reuters.

## Looking At It From Wrong Angle

Lake Success, Oct. 2.

The Indian delegate, Mr. S.N. Mahtha, today warned the United Nations General Assembly's Economic Committee not to look at all the world's economic problems from an advanced industrialised American and European angle.

"There is already a tendency in this direction," he declared. "It is important to remember that the rapid development of less industrialised countries is essential not only to the interest of backward countries but equally in the interest of world economy as a whole."

"It is only just and equitable that the backward countries be afforded an ample opportunity to develop their potentialities, which, in some cases, are vast, as in the case of India."—Reuters.

## Moscow Accuses On Korea Deadlock

Moscow, Oct. 2.

Charging the United States with responsibility for the deadlock in the joint United States-Soviet Commission for Korea, the Soviet Government newspaper, Izvestia, today declared that submission by the United States of the Korean question to the United Nations was an attempt to camouflage the expansionist policy of the United States.

Izvestia quoted a United States Government publication giving details of the transfer of responsibility for civil administration in Korea from the United States Army to the State Department.

"The significance of this project will become understand-

able if one takes into account that the entire industrial and agricultural property belonging to the Japanese is now in the hands of the United States authorities," the Izvestia said.

"In this way it has been planned to make American economic domination less visible, and at the same time to strengthen it."

A reservation that United States military obligations in Korea were unalterable meant, the Izvestia said, that America "does not intend to withdraw her troops from Korea" in spite of the Soviet proposal for a joint withdrawal by the beginning of 1948.

"Thus the policy of the United States of imposing its will on its partners, a policy of unilateral actions and disregard towards the small nations, has found clear expression in the entire attitude of the United States representatives on the Korean question," the newspaper added.—Reuters.

## Opposition Leader Sentenced

Sofia, Oct. 2.

The public tribunal yesterday sentenced Simitar Stoyanov, former deputy secretary of the Agrarian Party under Nikola Petkov, to five years' solitary confinement with hard labour, for his part in the acts of "sabotage, terrorism and arson," the Bulgarian news agency announced today.

Two others, Alexandre Gintchev and Tonic Ivanov, accused of having assisted Stoyanov, were sentenced to one year's imprisonment.

The news agency said that Stoyanov made a statement to the tribunal admitting his guilt, and saying that he had given orders aimed at provoking anti-Government activities and facilitating the seizure of power by the opposition, with foreign intervention if necessary.

Petkov, who was hanged in Sofia last week on a charge of treason, had obtained promises for such intervention, Stoyanov said.—Reuters.

## ONLY ONE QUAD STILL ALIVE

Bradford, Oct. 2.

Jennifer, third of quadruplet girls born on Sunday to Mrs. Frank Horner, died last night, leaving alive only "Maureen" who, doctors said, was "not very strong."

Patricia and Joyce, the other two quads, died on Tuesday. Associated Press.

## Tories Call For Election

Brighton, Oct. 3.

The Conservative Party adopted at its annual conference today a resolution rapping the Labour Government for failing to meet the economic crisis and calling for a new Parliamentary election.

The conference, largest in the Party's history, adopted the resolution by unanimous vote after Anthony Eden, former Foreign Secretary and deputy leader of the Party, had called for Winston Churchill's return to the Prime Ministry to rid Britain of "disorganisation, confusion and loss of efficiency."

Sir Herbert Williams, author of the resolution, told 3,000 cheering delegates that "we have today the most fantastically incompetent government that has ever existed in these islands."

Mr. Eden, summarising the platform on which he said the Conservatives would seek a return to power, declared that the main plank would be "no more nationalisation."

"There were cheers as speakers cited Government's assumption of powers to search without warrants, restrict newspaper, govern by decrees and direct labour as evidence of a totalitarian trend."—Associated Press and United Press.

## Poltergeist At Work

Rye, Oct. 3.

Mine host of the Standard Inn here is worried by a poltergeist—mischievous spirit—which has been overturning tables, scrambling bedsheets and scattering clothing after lock-up time nightly.

Experts from the Society of Psychical Research are watching the Inn in the hope of personally witnessing the phenomena which superstitious folks hereabouts ascribe to the ghost of a Mayor of Rye supposed to have been murdered on the Inn doorstep in the 14th century.

Landlord of the ancient hostelry, A. T. Eastwood, fears that his poltergeist may decide to open the beer taps, or even drink some of the brew—and beer is in short supply.—United Press.

## RATIONS AND DIVORCE

London, Oct. 3.

In a doleful prophecy of what to expect in the way of public health unless there is an increase of rations commensurate with the Government demand for increased output, Dr. John A. McCuskie, writing in the medical magazine "Lancet" says:

"I should not look for loss of weight at first but for signs of irritability of the nervous system—namely, increase of nervous diseases, a proportionate increase of divorce and increase of strikes and unrest. Increase of tuberculosis could be expected and a decrease in the birth rate after the Service gratuities have been spent; what is not important, a drop in the national standard of athletic distinction."—United Press.

## Professor's Trial For Treason

Belgrade, Oct. 2.

Dr. Dragoljub Jovanovitch, former University of Belgrade professor and leader of the Serbian Peasant Party, pleaded not guilty today before the Serbian Supreme Court to charges that he conspired to overthrow the Yugoslav Government and took orders from members of the British intelligence service.

Professor Jovanovitch declared that he had committed no crime "against the people or against the country."

Franjo Gasi, a former Government official who was indicted with Professor Jovanovitch, pleaded guilty to the charges yesterday.

They were alleged to have organised a "Peasant Bloc" on orders of Mr. Stephen Cilasold, former Press Attache at the British Embassy in Belgrade, and a journalist, Mr. Hugh Seton-Watson, who, the prosecution alleged, were members of a foreign intelligence agency.

He said that he had only vaguely heard in June, 1946, that the "British were dissatisfied with the work of the opposition" and that "a man named Cilasold is interested in our internal situation." He flatly denied that he was aware that the formation of the Peasant Bloc was Cilasold's idea.—Reuters.

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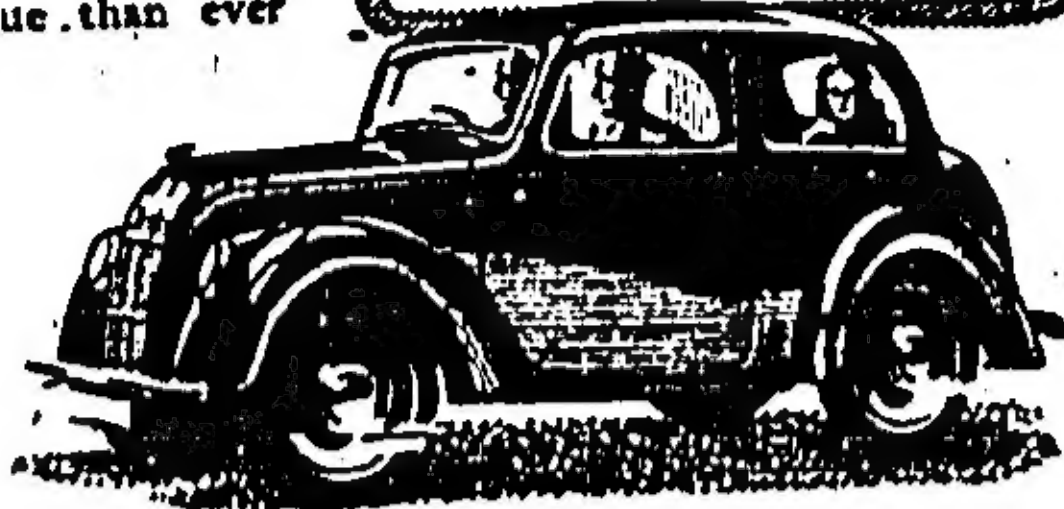


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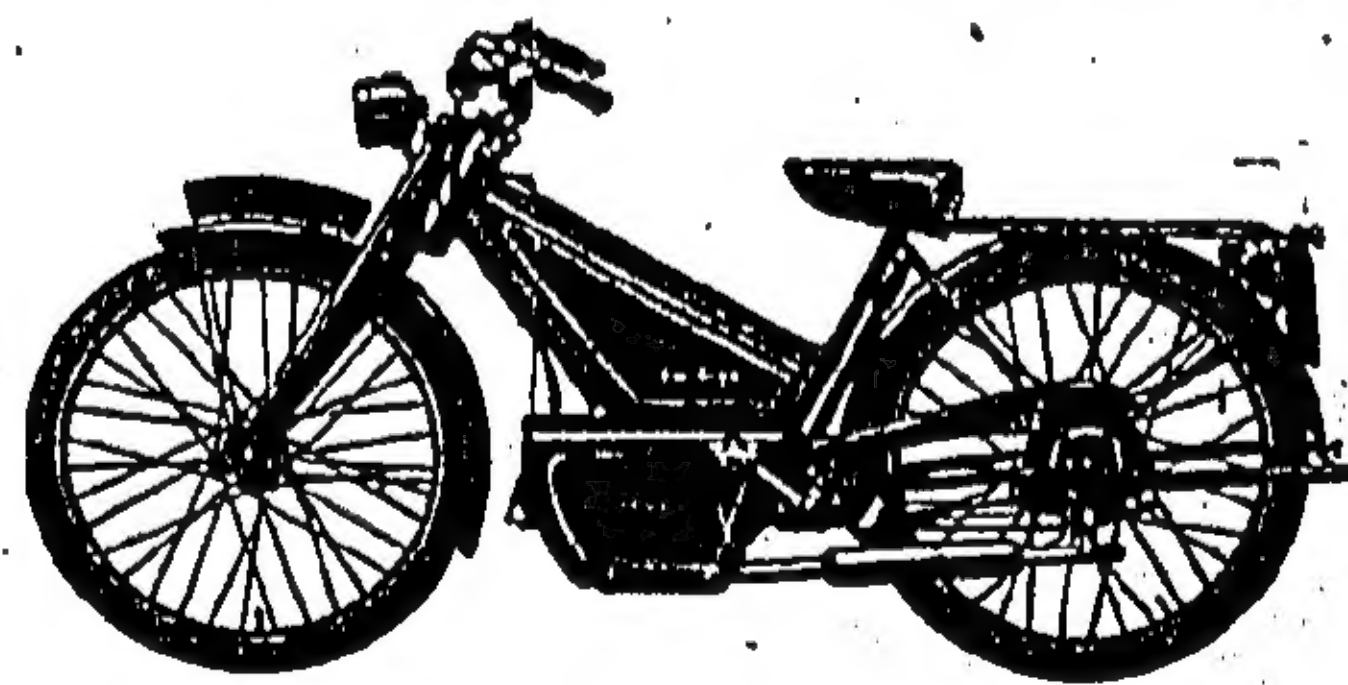
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# MOTURING NEWS AND VIEWS

## Exit The Juniors? To Drop The Small Car Would Be Over-Rationalization

No one could say that the motor industry has failed to respond to the invitation contained in the Chancellor of the Exchequer's new taxation proposals. Hardly had Parliamentary discussion on the implications of the flat rate ceased when the drapes swung back from the new Standard Vanguard in the Dorchester Hotel in Park Lane. Vauxhall's dropped the Ten. Rumours began to fly round Coventry—"something big... one model"; two models only were hitherto there had been four; and so on. What would Cowley do? The hint came that Cowley might hold the popular Eight.

And Dagenham? Dagenham might well do something bold. It was thought: people remembered Henry Ford and the Model T. All of which added up to little that was concrete; but it gave a warning to those on the sidelines who have watched the game—with a thorough knowledge of it—for years. The pendulum looked like swinging from minicars to maxicars. Over-rationalization seemed to be threatening the British small car; in fact, it still appears to be doing so. At this point the spectators feel that they must rise in their seats and "root for Junior."

To do so will not make the "Autocar" popular with some

is whether on present figures and other factors in his organization it is necessary to duplicate his machine tools, and if so, whether he shall duplicate a single car model or have two strings to his bow in the form of two different models. From the statements and rumours in evidence it appears that the decision is by no means clearly dictated by present circumstances, but that there is a substantial margin for calculation before deciding in that case the "Autocar" unhesitatingly advises the makers to think twice about dropping the smallest cars which are listed at the moment—the Eight.

It is at this point that the views of the owner become important—not the overseas owner. Any manufacturer who plans his production with an eye solely on overseas markets is heading for bankruptcy in these days of shifting economic and political sands. Who would have thought a year ago, for instance, that half the world close its doors against British cars?

The home owner is going to be a poor man for some years. Never mind the talk of "too much money" that is so widespread today; think rather of the "too few goods" that it chases. A nation's wealth lies in its production of goods, not

many motorists are there who have not an awkward corner in the driver, or in a country lane which is regularly visited, which is easy with a small car but which would be difficult with a large one? To the expert driver such a consideration may seem absurd. But all drivers are not experts; nor have they sufficient knowledge of cars to make their choice for reasons such as performance or equipment, thus getting such small things as awkward corners into their correct perspective. Elderly country motorists are often safe but timid; indeed, there is a streak of timidity in most good drivers—it may be that which makes them safe. How many drivers really welcome driving a strange car straight into, say, the West End of London, or up Sauchiehall Street, Glasgow, on a Saturday evening?

The country motorist, therefore, who lives amongst the lanes where the local bus is a formidable obstacle, and whose motoring is largely a matter of visiting friends or going to a sleepy little town on a weekday, may well find that his driving preference for the small and handy car outweighs all other considerations. Two womenfolk have an increasing say in the matter, too. There are few women who look really happy behind the wheel of a big car, but there are thousands who nip happily round the shops in an Eight, treading through the gaps, parking, in the minimum of space, and rounding the acute-angled bends in one.

These considerations introduce a proviso, however. For the purpose of this article the "small car" is taken to be the Eight, but the engine limit need not be rigid. Manufacturers may well feel—in company with some motorists—that the 8 h.p. engine provides only just enough power, and that 10 h.p. would make all the difference. They may be right; but if so, the 10 h.p. engine should drive the same body size of car as the 8 h.p. does at the moment. That conveniently small, but quite large enough, body size should not be allowed to disappear.

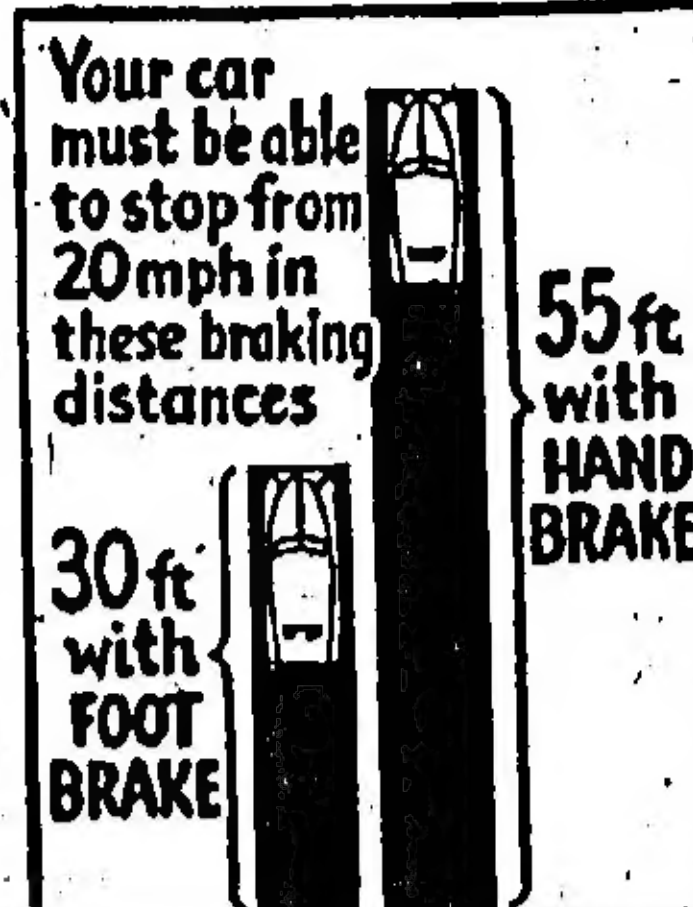
Is the four-seater Eight "quite large enough"? For a variety of owners, yes. Over the five years 1936-40 there were 421,700 marriages in the U.K., while the births totalled 724,500, which gives an average family of less than two children. Not many motorists buy cars for their friends in addition to their family, so that a four-seater fills the bill for the majority of British motorists.

### Other Countries

Lessons may also be drawn from other countries. Not from the U.S.A., from which so many lessons in regard to motoring can be learned. The U.S. is a vast, new country with block-pattern cities and high-speed, long-distance routes—essentially a big car country.

A comparable country with Britain is Italy where, before the war, nothing so punitive as the taxation system in this country hampered the development of big cars. Yet Italy produced what was probably the finest really small car in the world in the shape of the Fiat 500; and it sold like hot cakes, not only in Italy but also overseas, which latter fact should additionally influence the manufacturers. Although, as has been stated before, it would be a mistake to design purely for the export market, the fact that a steady demand exists overseas for the small car should not be overlooked. It is the one model against which there is no American rival.

These arguments in favour of the small car are not intended to disparage the larger car that is designed with complete freedom from artificial restrictions. The advent of that model will one day be recognized as a great day in British motoring. And such a car need not fear for its home market; for there are very many motorists of purpose who want just that type, quite apart from its overseas appeal. No



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The argument put forward here is that there still exists a healthy demand for small cars, which must be met. The type is complementary to the large car in a balanced motoring picture.


The fact that there should be fears that the Eight may disappear is, indeed, rather surprising. Perhaps some executives of the motor industry have become rather remote from the requirements of the ultimate buyer after six years of specialized war work and a subsequent period of unsatisfied demand. There is nothing about the home market to suggest that the Eight is likely to lose its popularity. There is nothing about retail marketing as a whole which suggests that there is no room for an example of any kind of goods which is built down to the lowest possible cost. Woolworth's made millions by appreciating the vastness of the marginal market.

### Two Models

Having supported the retention of the small car so strongly it is incumbent on those who do so to suggest just what they want, particularly as past references to rationalization in this journal may have given the impression that no degree of rationalization could be an exaggeration. It is the view of the "Autocar" that two models from a single big-scale manufacturer should not be too few or too many. One of these should be the car that is to take advantage of the new tax flat rate, and that is to compete with America in the export market. The other should be a small car made, as the Eight is now, mainly for the benefit of the British buyer. The word "utility" is a poor one, with a depreciatory meaning owing to its application elsewhere, but it does exactly describe the type of car wanted—one without frills but with nothing essential missing which is produced at the lowest possible cost. This presupposes that the "utility" car should be small in engine, and in body dimensions.

There is little doubt that manufacturers will come round to this point of view within a short time, in spite of the fact that at this moment there are instances where it seems to have been abandoned. The juniors must continue. Whether they should become smaller still in engine size is a bigger question that is less easily answered. For the present, however, the answer would seem to be no. An 8 h.p. engine provides adequate power but it does not provide a reserve for bad driving judgment, very steep hills or for sustained high speeds. For the moment the Eight is small enough. With increased design efficiency made possible by better petrol it might be practicable to build smaller engines with the same b.h.p. and which even greater economy, in which case a new small car standard may well be established.

Mr. H. W. Light has been appointed a director of the Rootes Group, including Thrupp & Motors Ltd., which he joined in 1932 as assistant production manager. In 1937 he was appointed commercial manager, and a few years later he became manager and subsequently general manager.



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## Proof Of The Pudding

That the British small car should not disappear entirely is strongly argued in this article. It is the opinion of the "Autocar," based on small as well as large car ownership, and with unparalleled driving experience of every British car and a large number of those produced in other countries, that the British "Eight" is one of the most successful cars ever made. On its intrinsic worth, therefore, in addition to the reasons quoted in this article, the small car should not be discontinued, notwithstanding the many advantages which attach to the bigger car for those who can afford it and accommodate it.

of those who have aired their theories on car manufacture over the past year or two. The "buzz-box" description of the small car has been developed into the sick similes of the back-benchers in recent Parliamentary debates. It is time that someone rose to defend the quiet, able and handy little Eight.

From the manufacturers' point of view the one-model policy may have a decided advantage; without full knowledge of the intimate and secret details of production costs it is impossible to tell. The major expense of car production lies in tooling-up. An outlay is made of so many thousands of pounds—it can easily be millions—and that overhead cost is spread over the batch of cars which the machine tools will produce before they wear out, or before the model becomes out-dated. But if the batch is to be very large it is necessary to duplicate the machines, and the question then arises as to whether the new machine tools should produce the same car or another model.

### Boom Production

Unlikely  
The size of the batch depends, these days, on possible production figures, not on potential sales. What production figures are going to be is anybody's guess, but for the next five years at least they are likely to be approximately to those which are being recorded now—27,495 cars in May, as compared with 23,417 in May, 1938. Reasons against a vast expansion of output are familiar. Number one is coal. The non-success, if not failure, of the five-day week in the mines means that increased coal output depends on recruitment of miners and on pit mechanization. Recruitment is falling off, and mechanization is a very long-term remedy.

On coal depends steel, and a host of other things which there is no necessity to itemize. Car output figures, it is obvious, are not likely to soar to staggering heights. The manufacturer's problem, therefore

of paper currency. The inflationary surplus of today must lead to one of two things before many months are past—if it is not to get out of hand; increased taxation or higher prices, most probably the latter. Mr. Dalton cannot risk leaving it lying in people's pockets much longer. And at the same time the Government must balance the external trading account, most likely by drastic pruning of imports.

The standard of living is therefore going to drop sharply, leaving everyone poorer. Where shillings were carefully counted, pennies will replace them. And where the car owner, when he heard the Budget announcement, said "I'm going to have a big car," he is soon going to add, "if the other expenses are not too heavy."

Against the credit of a few pounds saved on annual taxation by the flat rate—and it is important to remember how few they are—must be debited increased insurance, higher garage costs, bigger fuel consumption, lower life, more expensive servicing and repairs, and often greater depreciation in value, especially when the car nears the end of its useful days. On an annual mileage of 10,000 the extra petrol alone will cost something like £15 a year. And the first cost is extremely important. It may be possible to produce the big cars of the future, almost as cheaply as Eights, but it is very doubtful.

They contain much more raw material, for one thing, and raw materials are hitting new high prices almost daily. The buyer is going to think if he buys a Sixteen in the future for, say, £500, as the only car available. They could probably make one of those little pre-war Eights for about £250.

### Other Sharp Limitations

There are other sharp limitations to the big car in this country. Garage sizes, congested roads and narrow lanes are some of them. Every owner can think of others. How



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THESE ARE THE LONELIEST  
WOMEN IN THE WORLD

By ALVIN STEINKOPF

Russia obviously would like to drop the subject—but millions of sentimental and outraged Britons are constantly reminding the Soviet Union that it is holding within its borders fifteen wives of Englishmen.

For two years the English husbands, back from military and diplomatic service in the Soviet Union, have been trying to bring the Russian girls they married to homes in the United Kingdom.

Every conceivable approach to obtain the necessary travel documents has been tried, and up to now has failed.

The answer invariably has been "no." It has not been just a thoughtless refusal by a busy bureaucracy. It's policy. The British husbands, aided by their Government, have pushed their petition right up to the presidium of the Supreme Soviet, highest authority in the Union. The answer, which must have passed the review of Premier Stalin himself, was the familiar "no." V. M. Molotov, Minister for Foreign Affairs, and his deputy, Andrei N. Vishinsky, have vetoed the pleas of husbands and denied the prayers of the Russian girls who want to join the men they married.

## Closed Door

"The loneliest women in the world," a London headline called them.

Regarding their plight, and vainly casting about for something to try next, C. P. Mayhew, Under Secretary for Foreign Affairs, said in the House of Commons:

"We are knocking at a firmly closed door."

Earl Winterton, also speaking in the House of Commons, said:

"It's just a drop in the ocean of the world's miseries. But nevertheless, I, although a politician, am horrified by the cruelty inflicted on these people."

Although every approach seems closed, the British keep on trying. The petitions of the fifteen husbands have become a national concern, ranking high on any listing of topics under the heading of Anglo-Russian relations. It remains a live subject in the newspapers and in Parliament.

## Shura's Appeal

There was even a suggestion before Parliament adjourned recently that the plight of the Russian wives will take on the aspect of an international issue. There is strong support of a

suggestion that the United Nations Human Rights Commission take an interest and introduce into a projected international code of human rights the right of any individual to leave any country.

The fifteen desolate husbands have been drawn together in what amounts to a club. They meet frequently in the London flat of one of them, Alfred Hall, clerk of the London County Council. Hall shows the latest photograph of his Russian wife, Clara, and of their son, Nicholas, now going on three. They exchange the latest news, and recently got their heads together over a letter from Shura, wife of William Greenhalgh. She was waiting in Moscow, but her latest letter said:

"I am being sent to Archangel—help me now." Greenhalgh had made the rounds of all Russian authorities in London, so he hoped over to Paris to ask for a visa so that he might visit Moscow to handle whatever emergency seemed to be confronting Shura. He said that he was told to "apply for a visa next Spring."

## Molotov In For It

At their meetings the husbands have other worries. Five of the fifteen wives have children. The other ten lately were informed that they must pay the usual Russian tax for being childless—about \$200 a year. It isn't easy at the moment to send non-convertible sterling to Russia. So, a delegation of husbands visited the Foreign Office to see whether the British Government could pay the tax somehow.

Foreign Secretary Ernest Bevin was sympathetic, but the British Government can't.

The husbands made other motions. They sent a petition to the King, knowing perfectly well as they did that he is quite powerless in the matter. They pester everyone at the Russian Embassy; they look up and argue with every visitor from Russia, send messages with everyone going to Russia, and talk to members of Parliament.

They are preparing another scheme. When Foreign Minister Molotov comes to London for the Big Four Foreign Ministers' conference in November, they expect to remind him and his delegation as often and as emphatically as possible of the fifteen wives in Russia. Hall said that they will attempt to interview Molotov.

## Russian visitors hear about

the wives the moment they leave their ships or planes. Vishinsky, on his way to America for the present meeting of the United Nations, held a press conference. The first question fired at him was about the wives the Soviets refuse to release.

## New Idea

"I am far more interested," he answered, "in the 150,000 Russians in the British zone of Germany who have not yet been released."

The reaction of British editorial columns and public leaders was prompt. It was admitted that there are Latvians, Estonians, Lithuanians and undoubtedly some Russians in the British zone.

But, the situation, it was argued, was not at all similar. A Foreign Office spokesman pointed out that the great majority of Eastern displaced persons in the British zone were not Russians before the war. The Morning Advertiser added that "All of them are completely free to return to the Soviet Union, and some of them have done so. But the majority have no desire to go." The British Government resisted all suggestions that they should be forced to go.

Vishinsky's answer gave the husbands a new idea. Hall suggested that he and perhaps others of his group be given permission to visit the displaced persons camps, ascertain by interviews whether any are held against their will and help them return to their old homes if they

wish to do so. The suggestion is, among others, being considered.

## 1500 Precedent

There is a great deal of speculation in the press and elsewhere as to the reasons for the reluctance of the Russians to permit fifteen obscure women to come to England. The argument that Russia needs all available workers is considered, but fifteen women aren't many.

Another explanation, advanced in some communications to newspapers, is that Russia, in the prevailing state of its international affairs, does not wish to send abroad persons who might bear tales or speak with intimate and accurate information of internal conditions.

A letter to the Times recalled that there is an historical parallel. A Danish ambassador married a Russian woman and sought permission to take her to his home. The Russian Foreign Office, according to the communication to the Times, answered as follows:

"Inasmuch as it is not customary throughout our dominions that free people should be given into servitude, not only our own subjects but the people of other countries who are in our dominions, and since the woman in question can be a wife for us too, it is not fitting that we should send her away into servitude to your ambassador."

This was written, said the communication to the Times, in the year 1500.—Associated Press.

Girl Tried To Go  
As Freight

A pretty, baby-faced German girl, who had tried to be shipped as freight to her sweetheart in New York, is alive today with the hope that some day she will get that all-important visa.

Doris Brigitte von Knobloch was found in her tiny wooden box at the airport this morning before she could be loaded on the New York plane. And her big grey eyes grew bigger and rounder when she heard that the Customs would have found her frozen corpse in the box if she had gone.

"I thought they would put me right on last night's plane," she explained, "and that from the airport in New York they would take the box right to Ralph's apartment."

At the end of the war, Doris was working in a Berlin hospital and there she met Ralph Berndt, half-Jewish, fresh from a year and a half in notorious Sachsenhausen concentration camp. They fell in love—the bleak grey love of two little people in defeated Germany.

Then Ralph got his chance for a visa for America as a political refugee. He left in the spring of 1946 and they planned to meet and marry in New York.

She kept a little red heart stitched of felt.

There was nothing to keep her in the Russian sector of Berlin, so she took to the road, travelling at night to reach the

American Zone. She found a place to stay in Darmstadt, but the schools where she wanted to study medicine, nursing or pharmacy were full. She found a job as a dental assistant in an Army dispensary at Darmstadt. Ralph's letters kept coming.

Doris said, "He wrote me he gave money to guarantee my entry, that he had money for ticket. But still he doesn't have visa. Ten days ago I made this plan. I built a box and ask a soldier who works with me if he will take the box to the airport."

The box she built was barely big enough to hold her in a jockey position lying on her side, and she is a little girl—barely five feet. Air Force investigators who interrogated Doris said the soldier concerned did not know she was shipping herself.

The elfin-faced Miss von Knobloch was immediately questioned by Army Criminal Investigation agents.

Airline personnel described her as "properly addressed but improperly wrapped."

Before her interrogation began, the slightly-built girl told the United Press her 19-hour stay in the box had left her tired and a little stiff in the neck. There were no airholes in the green packing case.

The airfreight charge would have been U.S.\$130 or roughly one-third the passenger fare.—United Press.

Calculated Plans  
To Drive Out  
American Business

New York, Oct. 2.

A *Colliers Magazine* article by Walter Gordon, "resident in China during and for two years after the war," today charged that American business firms are fighting an "uphill and losing battle" against concerns owned by Chinese political leaders or their relatives.

The article claimed that six big Chinese business concerns are "holy family" firms, namely, headed or owned by members of the families of Madame Chiang Kai-shek and T. V. Soong.

Gordon alleged that the "system of political favoritism of special privilege and family pull is enabling in-laws of Chiang Kai-shek to gain control over certain lines of private enterprise and is fostering the growth of State control. Many Americans are convinced that there is a calculated programme on the part of certain of China's political leaders, if not of the Government itself, to crowd long established American and other foreign firms out of China."

The article urged the State De-

partment again to request China to close official purchasing agencies as per "its previously announced policy" and to implement provisions of the Sino-American treaty of friendship and commerce.—United Press.

## PRIME NEED

Copenhagen, Oct. 3.

If world economic balance is to be re-established, the United States must boost its imports thereby enabling other countries to buy goods with American dollars, said Eugene Braden, director of the U.S. Department of Commerce.—Associated Press.

PLEBISCITE  
ON SAAR  
DEMANDED

Hamburg, Oct. 2.

A free and secret plebiscite on the future of the Saar was urged today in a declaration by the *United Front* of the "anti-Fascist parties" in the Soviet Zone of Germany.

The *United Front*, consisting of the Socialist Unity Party, Christian Democrats and Liberal Democrats, expressed its deepest regret that the draft constitution for the Saar, to be approved by a new Parliament to be elected on Sunday, provides for separation from Germany and a "far-reaching union" with France.—Reuter.

CHINESE  
PLANE  
FOUND

Shanghai, Oct. 3.

The *Sin Wan Pao*, in a dispatch from Lanchow, said today that the Chinese Air Force transport plane missing on July 31 when flying from Tihua in Sinkiang province to Lanchow, provincial capital of Kansu province, has been found wrecked at Yushiheng, west of the Great Wall pass of Chiayukwan.

The dispatch said that all aboard—four crew members and 22 passengers, including American and British newsmen—were killed.

It was believed that the plane was found by a ground search party but due to poor communications no details are immediately available.

The Chinese Air Force said earlier that the plane—a C-47—left Tihua only July 30 for Hani and took off for Chiayukwan at 2.30 p.m. on July 31, maintaining constant contact with a CAF radio station until conditions around Chiayukwan suddenly worsened after 4 p.m. with the cloud ceiling descended below 1,000 and visibility reduced to within one mile.—United Press.

## RADIO TREATY

Atlantic City, Oct. 2.

The Atlantic City Convention, a new treaty regulating world radio operations, was signed here today by representatives of 78 nations.—Associated Press.



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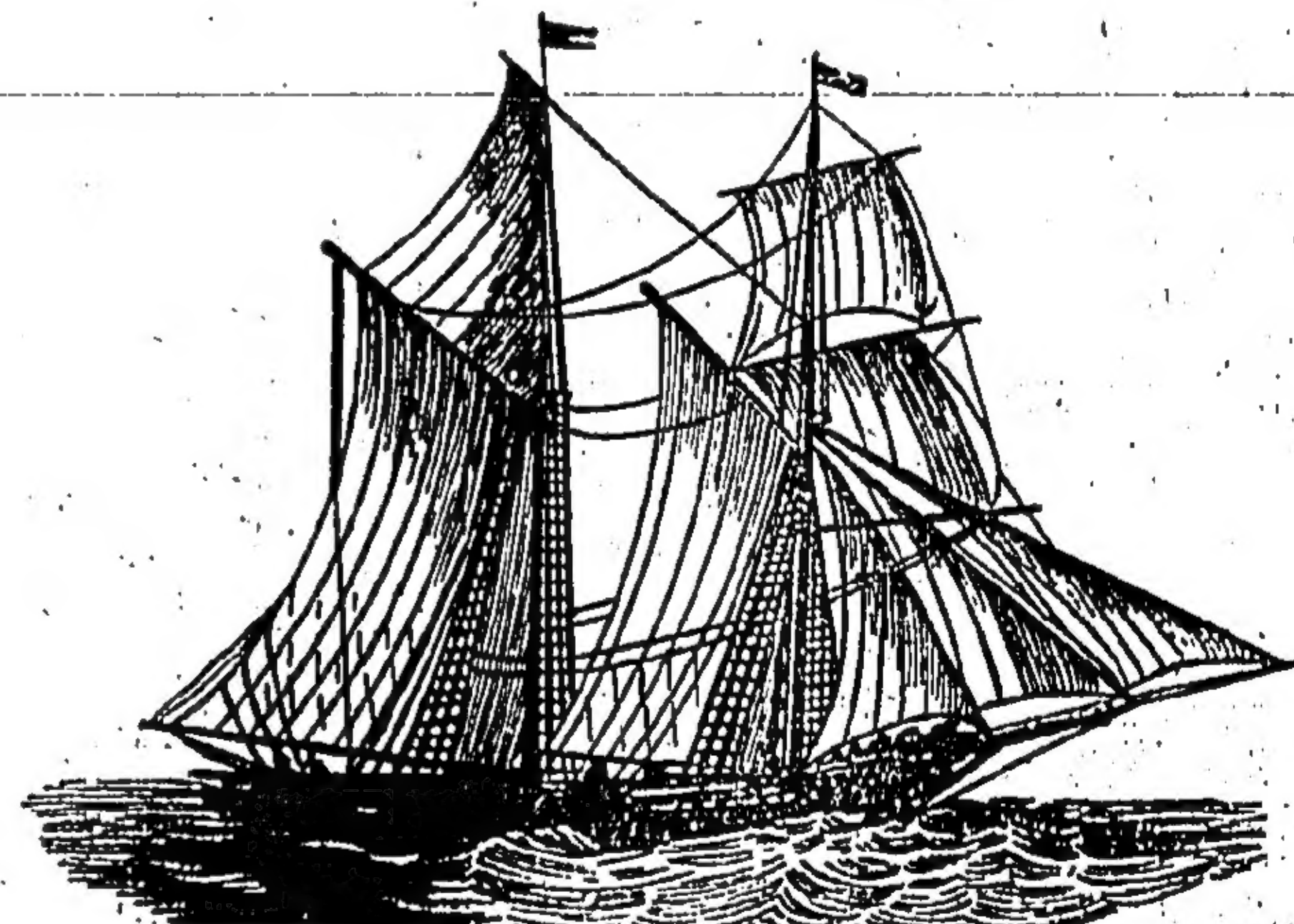
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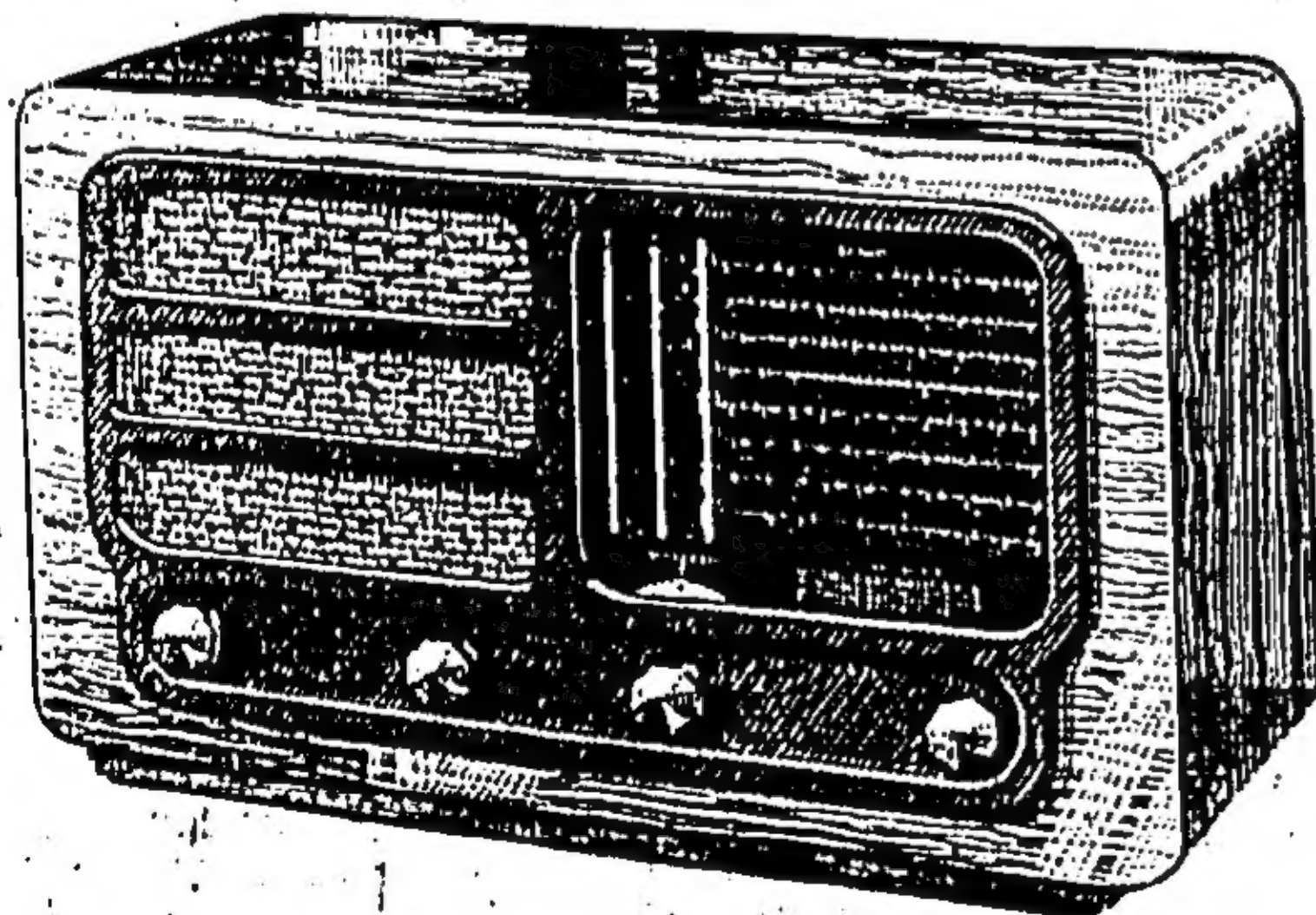


The men who manned the Tea Clippers and raced them home through the stormy China Sea, knew the value of a drink which was cooling in the tropic seas and warming when they were drenched with cold spray. Beer was their stand by, giving them strength and courage, stimulating and nourishing at the same time.



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**"TJISADANE"** Due from Manila & Amoy, 9th Oct. Sailing for Batavia, Semarang, Sourabaya & Macassar, 13th Oct.

**"TJIBADAK"** Macassar & Java, 13th Oct. Sailing for Amoy & Shanghai, 16th Oct.

**ORIENT-JAVA-AFRICA LINE**  
**SOUTH-ATLANTIC LINE**  
**"TEGELBERG"** Due from Shanghai, 6th Oct. Loading for Manila, Singapore, Batavia, Lourenco, Durban, East London, Port Elizabeth, Mosselbay, Capetown, Buenos Aires, Montevideo, Santos, Rio de Janeiro, 6th Oct.

Transshipment cargo on through bill of lading accepted for Dar-Es-Salaam, Mombasa & Zanzibar.  
**"BOISSEVAIN"** Loading for South Africa & South America mid Nov.

**DELI-STRAITS-CHINA LINE**  
due from Amoy & Swatow, 5th Oct. Sailing for Singapore, Penang & Belawan, 6th Oct.

**"BOISSEVAIN"** Sailing for Amoy, 4th Oct. Singapore, 8th Oct.

**"HEINRICH JESSEN"** Sailing for Amoy & Swatow, 13th Oct. Singapore, Penang & Belawan, 20th Oct.

**Agents. SILVER LINE LTD.**  
**"SILVEROAK"** due from U.S. Atlantic ports, December. Sailing for U.S. Atlantic Coast via Suez.

**Agents. HOLLAND-EAST ASIA LINE**  
**"BREDERO"** due from Manila, Singapore, Colombo/Suez/Port Said/Genoa/Marseilles/Antwerp/Rotterdam/Amsterdam/Hamburg/Copenhagen/Göteborg/Oslo, 2nd half Nov.

**"RIDDERKERK"** Europe, Mid October. Manila/Singapore/Colombo/Suez/Port Said/Genoa/Marseilles/Antwerp/Rotterdam/Amsterdam/Hamburg/Copenhagen/Göteborg/Oslo, 2nd half November.

**"ALPHERAT"** Europe, Mid November. Manila/Singapore/Colombo/Suez/Port Said/Genoa/Marseilles/Antwerp/Rotterdam/Amsterdam/Hamburg/Copenhagen/Göteborg/Oslo, early December.

## DE LA RAMA LINES

EXPRESS CARGO LINER SERVICES  
TO AND FROM PACIFIC & ATLANTIC COASTS  
U.S.A. LOADING DATES

Loads	Date	Vessel
Atlantic Coast via Los Angeles	Mid Oct.	s.s. "DONA AURORA"
	Late Nov.	m.v. "NAGARA"

From	Date	Vessel
Atlantic Coast via Los Angeles	20th Oct.	m.v. "DONA ANICETA"
Shanghai	4th Oct.	m.v. "BENARES"

For	Date	Vessel
Atlantic Coast via Los Angeles	5th Oct.	m.v. "BENARES"
	24th Oct.	m.v. "DONA ANICETA"
	Mid Nov.	m.v. "MINDORO"

**BOOKING AGENTS for P.A.L.**  
**THE DE LA RAMA STEAMSHIP CO. INC.**  
Pedder Building, Tel: 23676-23675. Chinese Shipping Office, Tel: 23738-20153.

**WATERMAN STEAMSHIP CORPORATION**  
MOBILE, ALA., U.S.A.

Expected arrivals from U.S. Atlantic Ports:—  
s.s. "CITY OF ALMA" 9th October  
s.s. "AZALEA CITY" about 21st October  
s.s. "MAIDEN CREEK" due early November.

Loading for New York and Other North Atlantic Ports Direct via Suez (calling at Singapore only):—  
s.s. "CITY OF ALMA" 10th October

Loading for New York via Panama  
s.s. "AZALEA CITY" about 21st October  
For freight and further particulars apply:—

**WALLEN & COMPANY**  
Agents  
Hongkong & Shanghai Bank Bldg. Tel. 24177-9

# AGREEMENT WITH MINERS: LONGER WORKING HOURS

## Latest Moves In Fuel Drive

London, Oct. 2. Negotiations between the National Coal Board which controls Britain's national industry and the National Union of Mineworkers have resulted in an agreement under which miners will work longer hours to produce additional fuel urgently needed by the nation's economy. It was announced tonight.

Details of the agreement, which will be placed before a conference of the Union on Oct. 10, were not disclosed, but they were believed to provide that miners will be free to decide, according to local conditions, whether to work additional time by putting in an extra half-hour on their daily seven-and-a-half hours shift or by volunteering to work two Saturdays a month.

Tonight's announcement followed an 11-hour conference between miners' leaders and the Coal Board which broke up several times for separate consultations.

On the Board's side in the negotiations was Sir Charles Reid, one of the Board's two production directors who had recently returned from Canada where he studied Canadian methods of production.

The first move in the drive for more coal was made by the Prime Minister, Mr. Clement Attlee, in his "strenuous speech" last August when he called on miners to work an additional half-hour to help the nation over her present crisis.

The latest production figures showed output to be falling, while there was little hope that the Government's target of 200,000,000 tons of coal this year would be reached.

The miners won their five-day week last May. The Government's original proposal was that the miners should work a longer day-shift in all pits.

The Government's objections to Saturday work were inspired by the fear that it would lead to increased absenteeism during weekends and they were only withdrawn after assurances by the Coal Board that it hoped to secure the miners' consent to adequate safeguards against abuses of the overtime agreement.

For the greater part of the day, little business was put through other than small offerings of British Government securities, which often fell off half a point down.

Just before the close, however, investment support was accorded to certain individuals, especially stores issues, which imparted a firmer tone generally.

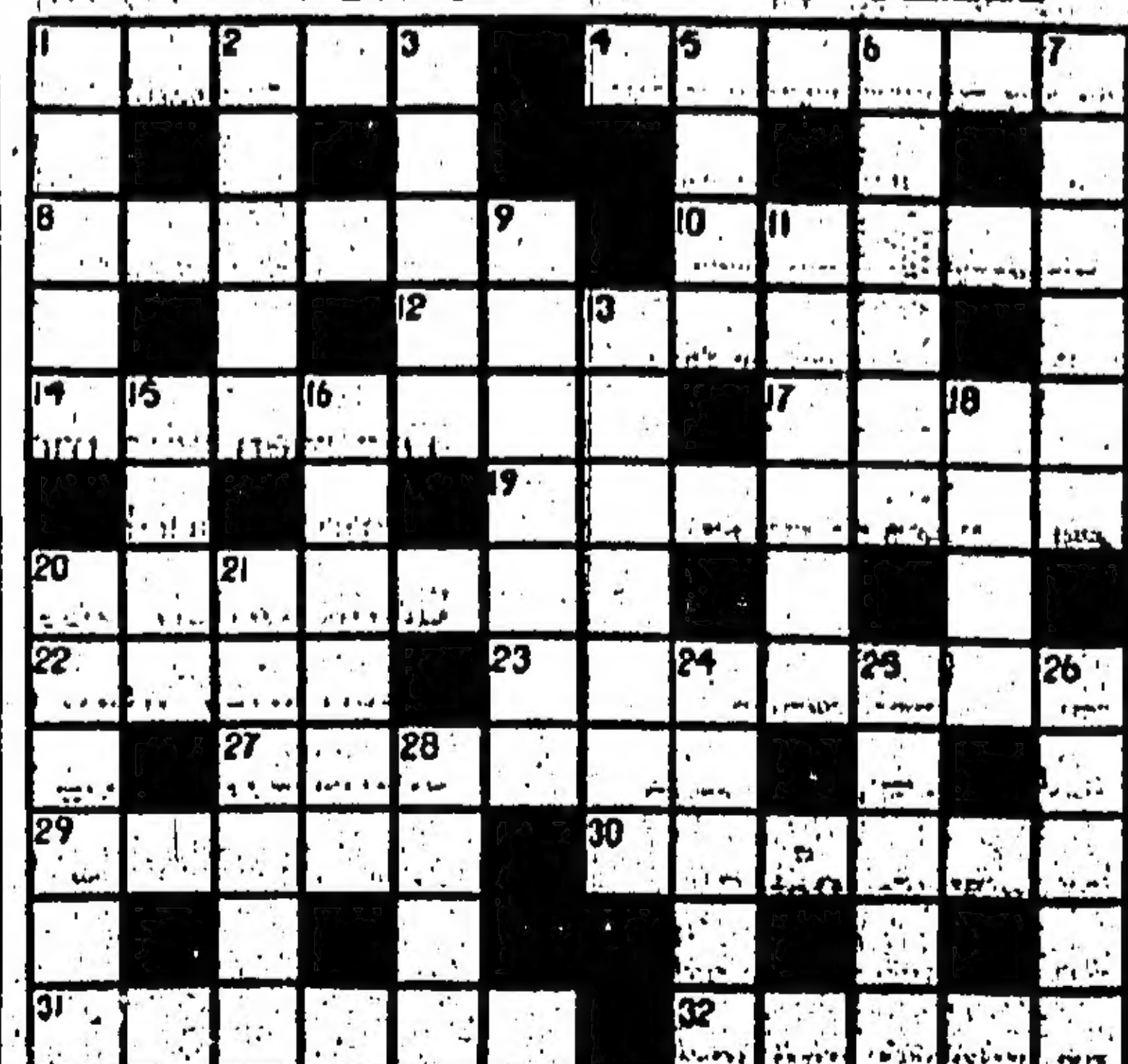
Burmahs were little changed, by the maintenance of the 2½% interim dividend announcement, which was as generally expected. The feature in this section was a sharp upward move in Ultramarine, a sudden demand finding the market short of supplies.

German and Japanese stocks tended higher but the chief movement in the foreign bond market was the fall in Italian bonds.

San Paulo railways caused a flurry of excitement on hopes of an early payment in connection with the takeover and despite periodical profit-taking, they closed higher. Leopoldins sympathetically moved ahead but lost their improvement before the close. Rubbers were again bought.

Reuter.

## A BRITISH CROSS WORD PUZZLE



**Clues Across**  
1. Cabin. 2. London. 3. Run for your money. 4. There's lead in it. 5. He...to differ. 6. Frequent... 7. High favour. 8. Shakespearean character. 9. This is a mixed mad-age. 10. Crime against State. 11. Not mine. 12. Despite appearance. 13. Native to. 14. Butcher's. 15. Implement. 16. The uses of adversity. 17. Boat (anag.). 18. Contend sharp. 19. By perchance. 20. Keenly. 21. Not so far. 22. Little. 23. Neither is he. 24. Opposed to. 25. See. 26. Compare with. 27. Laughter, but. 28. The pipe's. 29. Ten rods. 30. Once in. 31. (Anag.). 32. Species.

**Clues Down**  
1. Cabin. 2. London. 3. Run for your money. 4. There's lead in it. 5. He...to differ. 6. Frequent... 7. High favour. 8. Shakespearean character. 9. This is a mixed mad-age. 10. Crime against State. 11. Not mine. 12. Despite appearance. 13. Native to. 14. Butcher's. 15. Implement. 16. The uses of adversity. 17. Boat (anag.). 18. Contend sharp. 19. By perchance. 20. Keenly. 21. Not so far. 22. Little. 23. Neither is he. 24. Opposed to. 25. See. 26. Compare with. 27. Laughter, but. 28. The pipe's. 29. Ten rods. 30. Once in. 31. (Anag.). 32. Species.

**Yesterday's Crossword**  
ACROSS—1. Gingham. 2. Loom. 3. Terrible. 4. Deferred. 5. Day. 6. Bleeding. 7. Barring. 8. Day. 9. Mistaken. 10. Mistaken. 11. Mistaken. 12. Mistaken. 13. Mistaken. 14. Mistaken. 15. Mistaken. 16. Mistaken. 17. Mistaken. 18. Mistaken. 19. Mistaken. 20. Mistaken. 21. Mistaken. 22. Mistaken. 23. Mistaken. 24. Mistaken. 25. Mistaken. 26. Mistaken. 27. Mistaken. 28. Mistaken. 29. Mistaken. 30. Mistaken. 31. Mistaken. 32. Mistaken.

## OPEN MARKET RATES IN SHANGHAI

Shanghai, Oct. 3. T.T. on New York per U.S.\$1 buyers '45,900, sellers 50,100; T.T. on London per £1 144,200, 147,800.

Forward rates which are limited to three months differ per month by not more than five per cent. The appointed banks are allowed a margin of 500 points either way in the case of the American dollar from the Central Bank's rate and a margin of 2,000 points in the case of sterling.—Reuter.

## Notice To Consignees

Consignees per S.S. "BENLOMOND"

are hereby notified that their cargo is being discharged into the Hongkong & Kowloon Wharf & Godown Co.'s godown, where it will be at Consignees' risk and subject to the Wharf's terms and conditions of storage, and where delivery may be obtained.

Damaged packages are to be left in the Godowns for examination by Consignees and the Company's surveyors, Messrs Carmichael and Clarke, at 10 a.m. 8th Oct. 1947.

To comply with the General Banded Warehouse Regulations Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

No claims will be admitted after the goods have left the steamer's godowns, and all goods remaining undelivered after the 9th Oct. 1947 will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 23rd Oct. 1947 or they will not be recognised.

No Fire Insurance will be effected.

W.R. LOXLEY & CO. (CHINA), LTD. Agents. Ben Line Steamers Ltd. Hongkong, 2nd Oct. 1947.

## Peninsular & Oriental S.N. Co.

SHIP	FROM	DUE
"OZARDA"	Karachi & Bombay	9th October
"DILWARA"	U.K. & Singapore	12th October
"BENROOH"	U.K. & Straits	12th October
"BENLEED"	U.K. & Straits	20th October
"TREVEAN"	U.K. & Straits	End October
"CANTON"	Bombay & Straits	17th November

SHIP	TO	READY
"DEVONSHIRE"	Singapore	15th October
"TREWIDEN"	Straits & U.K.	20th October
"CANTON"	Straits, Colombo, 24th November	
	Athen, Port Said & London.	

(Passengers & freight)  
Accepts cargo for London, Antwerp & Rotterdam. Also accepts cargo for Madras on through bills of lading.

## British India S. N. Co., Ltd.

SHIP	FROM	DUE
"SANGOLA"	Calcutta, Madras & Straits	October
"SHIRALA"	Calcutta, Madras & Straits	December

SHIP	TO	READY
"SANGOLA"	Straits & Calcutta	November
	Cargo accepted on through bills of lading for West Indies.	

## Eastern & Australian S. S. Co., Ltd.

SHIP	TO	READY
"NELLORE"	Manila, Guluam, 8th October	
	Lae, Finschhafen, Sydney & Melbourne	
"NANKIN"	Sandakan, Rabaul, 10th October	
	Sydney & Melbourne	

Accepts cargo on through bills of lading for New Zealand & Tasmanian Ports.

For full particulars apply to  
**MACKINNON, MACKENZIE & CO.**  
Telephone Nos. 27721-4

## PRESIDENT LINER Sailing

SHIP	TO	READY
SS "Marine Swallow" (Call at Honolulu)		Oct. 29
SS "General Gordon" (Via Shanghai & Honolulu)		Nov. 20
SS "General Gordon"		Oct. 11
SS "Marine Lynx" (Omit Honolulu)		Oct. 20
SS "Marine Lynx"		Oct. 25
SS "General Nels"		Nov. 9

Note: Third Class Passage Fare from Hongkong to Pacific Coast is US\$200.00 plus US\$40.00 for persons who are not U.S. Citizens.

**SAN FRANCISCO AND LOS ANGELES**  
SS "President Madison" (via Yokohama) Oct. 9  
SS "President Taft" (via Shanghai) Oct. 2  
SS "President Pierce" Nov. 1

**SHANGHAI**  
SS "General Gordon" Nov. 23  
**NEW YORK AND HAVANA VIA MANILA, SINGAPORE, COLOMBO, COCHIN, BOMBAY, SUEZ AND MEDITERRANEAN PORTS**

SS "President Folk" Oct. 8  
SS "Skidmore Victory" Oct. 18  
SS "Iraq Victory" Nov. 11

**AMERICAN PRESIDENT LINES, LTD.**  
St. George's Bldg. Tel. Nos. 28172/28175

## Pacific Far East Line, Inc.

**TRANS PACIFIC SAILINGS**  
To San Francisco & Los Angeles  
—SPECIAL CARGO OIL TANKS—

SHIP	TO	READY
S.S. "ALAMO VICTORY"	Oct. 6 Oct. 7	Via Taku, Jinan & Yokohama
S.S. "SURPRISE"	6	Via Okinawa
S.S. "GREAT REPUBLIC"	17	Via Okinawa
S.S. "CHINA BEAR"	18	Via Okinawa
S.S. "FLYING SCUD"	28	Via Okinawa

## American Pioneer Line

Arrivals from New York, Boston, Other Atlantic Ports via Panama

SHIP	TO	READY
S.S. "COURSER"		Due Oct. 18
S.S. "PIONEER WAVE"		Sails Oct. 18
S.S. "COURSER"		Sails Oct. 18
S.S. "PIONEER WAVE"		Sails Oct. 18

Sailings to New York, Boston, Other Atlantic Ports via Panama Canal  
—SPECIAL CARGO OIL TANKS—

SHIP	TO	READY
S.S. "RESOLUTE"		Sails Oct. 8
S.S. "COURSER"		Sails Oct. 23

For Full Particulars Call  
**UNITED STATES LINES CO.**  
General Agents  
314, Queen's Building. Tel. 81251 (3 lines)

## The SWEDISH EAST ASIATIC Co., Ltd.

**OUTWARDS TO SHANGHAI**  
S.S. "CEYLON" Discharging H.K. middle Oct.  
M.V. "HEMLAND" loading H.K. early Nov.

**HOMEWARDS TO EUROPE**  
M.V. "HALLAND" loading H.K. 6th October.  
S.S. "CEYLON" loading H.K. 5th November.  
M.V. "HEMLAND" loading H.K. 22nd November.

**LOADING FOR**  
ADEN, PORT SAID, GENOA, MARSEILLES, CASABLANCA, ANTWERP, ROTTERDAM, COPENHAGEN, OSLO AND GÖTEBURG.

For further particulars apply to:—  
**GILMAN & CO., LTD.**  
Agents, Telephone 31146.

## KLAVENESS LINE

**SAILINGS**  
Direct to LOS ANGELES, SAN FRANCISCO, PORTLAND, VANCOUVER & SEATTLE.

m.s. "CASTLEVILLE" SAILING 11th OCT.  
m.s. "GRANVILLE" SAILING 6th NOV.

**ARRIVALS FROM PACIFIC COAST**  
m.s. "SOMERVILLE" DUE NOV. 9th  
SAILING FOR SINGAPORE, PENANG & PORT SWETTENHAM NOV. 10th

PASSENGER ACCOMMODATION. BULK OIL TANKS.  
Chinese Freight Agents. Apply:—  
**HOO FOOK PING THE BANK LINE (CHINA) LTD.**  
THE BANK LINE (China) Ltd. King's Building, Tel. 27722

## SAILING DIRECT FOR BANGKOK

S.S. "SAN ERNESTO"  
Loading 3rd October 1947  
Sailing 4th October 1947, at 4 p.m.

S.S. "SAN JERONIMO"  
Loading 8th October 1947  
Sailing 9th October 1947

S.S. "EMPIRE PARK"  
Loading 16th October 1947  
Sailing 17th October 1947

For freight particulars apply to:  
**JEBSHUN SHIPPING CO.**  
68 Bonham Strand West. Tel. 28833







